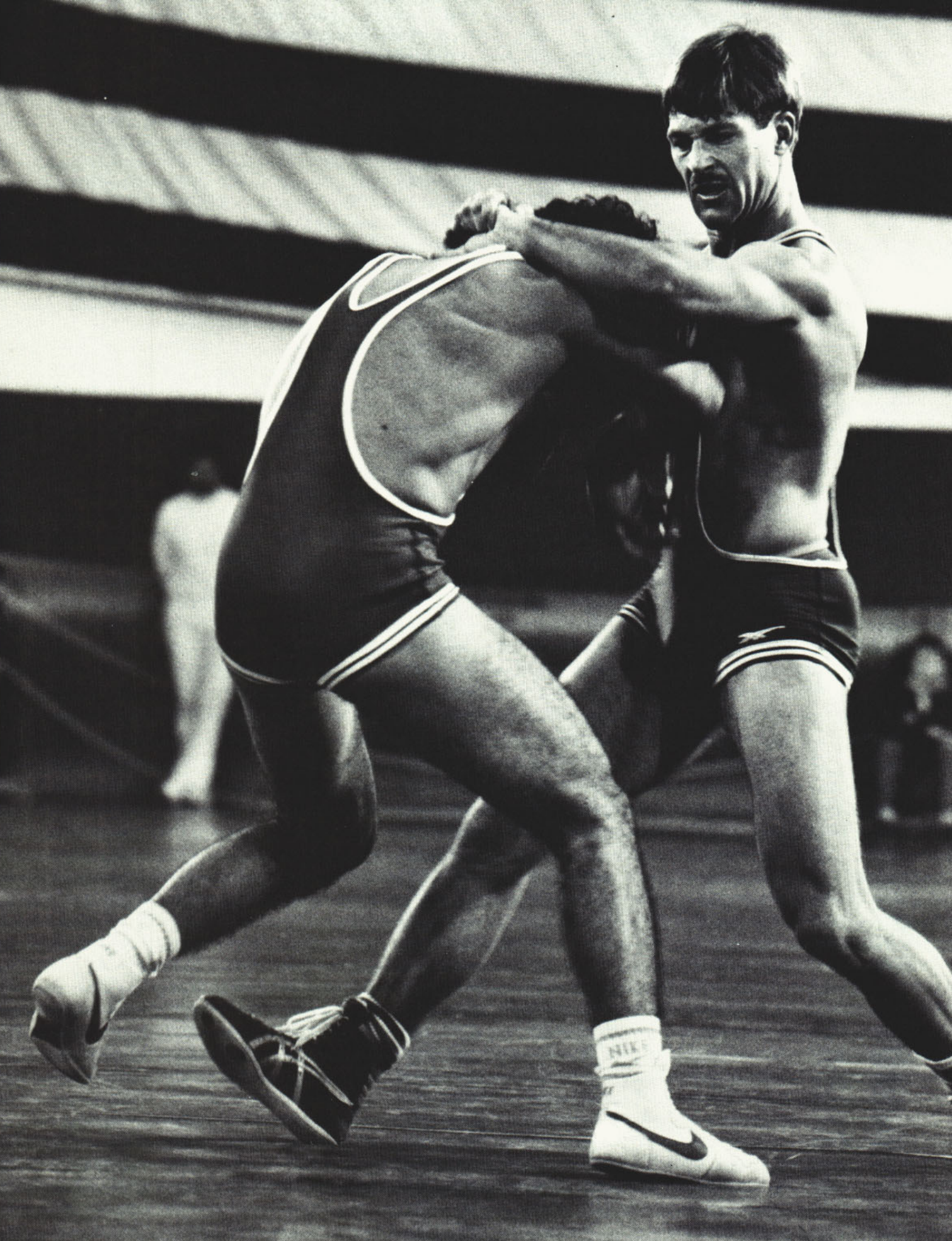


ALL HANDS

FEBRUARY 1985



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- Mine Warfare
 - Navy Sports Program
-



ALL HANDS

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Covers

Front: A sailor from Mobile Mine Assembly Group, Charleston, S.C., sandblasts a practice mine. Photo by PH2 Perry E. Thorsvik.

Inside front: FTM1 David Butler, right, goes for a better position on his opponent in a Greco-Roman style wrestling match at Philadelphia Naval Station. Our story on Navy sports begins on Page 20. Photo by JO1 Gary Hopkins.

Back: USS *Leader* (MSO 490) in Charleston, S.C. Photo by PH2 Perry E. Thorsvik.

Inside back: Navy Video News is changing. Artwork by DM1 Bernard Keilty, NavBcstSvc, Washington, D.C.

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Naval Drug Rehabilitation Center

A Solution to the Problem

A dozen pairs of knees touch in a circle. The room is small, almost too small. The session begins with a counselor prodding a patient, a young Marine, to open up and talk about what is bothering him.

He does not want to be there, insisting he can take care of his drug problem by himself. The other patients jump in, viciously demanding answers. "You don't *want* to be sober, do you?" He defends himself as best he can, still resisting. Why don't they understand?

"You're not even giving it a chance," someone yells. A half hour later, the young Marine, eyes glassy and voice shaky, concedes he needs help. His state of denial broken, the real work can now begin: convincing him that sobriety is a lifestyle worth living. This is a "small group" session, the heart of the Naval Drug Rehabilitation Center's treatment program.

The center, located at Naval Air Station Miramar, just north of San Diego, is rehabilitating drug and alcohol addicted service members so they can get on with their lives and military careers.

It was established in 1971 to rehabilitate returning Vietnam veterans addicted to heroin.

The end of a small group session—giving each other support.





“...the age they start using drugs...hasn't changed in years; 13 years old, over and over again.”



Lt. Ron Gellis, a clinical psychologist at NDRC, counsels a patient.

Today, the curriculum at the center is evolving constantly to keep up with ever-changing “patients.”

Why Drugs?

If you ask 100 addicts why they use drugs, you will probably get 100 different answers. The most common ones are boredom, peer pressure and stress. There can be no denying that the everyday stresses of military life contribute to drug use.

Captain Gary A. Wells, the center's commanding officer, says relieving psychological pain is a major reason for drug use. “These people have had an abnormally high series of social disasters in their young lives—just chaotic,” he says. “Almost always an alcoholic mother and father, or other family trauma. All these things, when totaled, do not provide the most stable environment.

“They start using drugs in every stressful situation, developing a very strong pattern: ‘When I’ve got stress and hurt, I’m going to take drugs. I’m going to get rid of that pain.’ Just like the ads; if you hurt, you should take something. It’s the American way. You shouldn’t be in pain, no reason to be. Then they come into an arduous way of life (the Navy) and taking drugs to bury their troubles is a natural reaction. The biggest thing we do here is show them another lifestyle, another way to live.”

A Tough Life

The lifestyle at the drug rehab center is one of discipline, not unlike boot camp. On this morning, like so many others, rows of bright fluorescent tubes flicker on in the open bay barracks, waking people from their not-long-enough sleep. The sun will not be up for awhile. Still half asleep, people put on their uniforms and dutifully march downstairs to rooms marked MEN or WOMEN. Each is greeted with an empty glass container and told to fill it with urine. No one thinks it’s fun, but most have grown used to it. They perform the ritual twice a week.

At the center, drug and alcohol abusers are treated the same. The program focuses on a person’s problems, not on any individual drug.

“The majority of the people who come here realize they have a problem,” Wells explains. “They realize it’s screwing up their lives and want help. These people reflect to a great degree the rest of the people in the military. I don’t think they are that unusual. By and large they are successful people, not quitters. Most perform their jobs well. Our drug evidence indicates we are getting more and more people who have tried to quit on their own.

“For the first time, we are seeing a dramatic downturn in the amount of drugs used six months prior to coming

here. That tells us we have a lot of the right people here; people who have tried to quit but can't.

"Every month our patient population gets a month older. We're now getting more petty officers and more married people. But one thing that doesn't change is the age they start using drugs. It hasn't changed in years; 13 years old, over and over again."

Getting Back in Shape

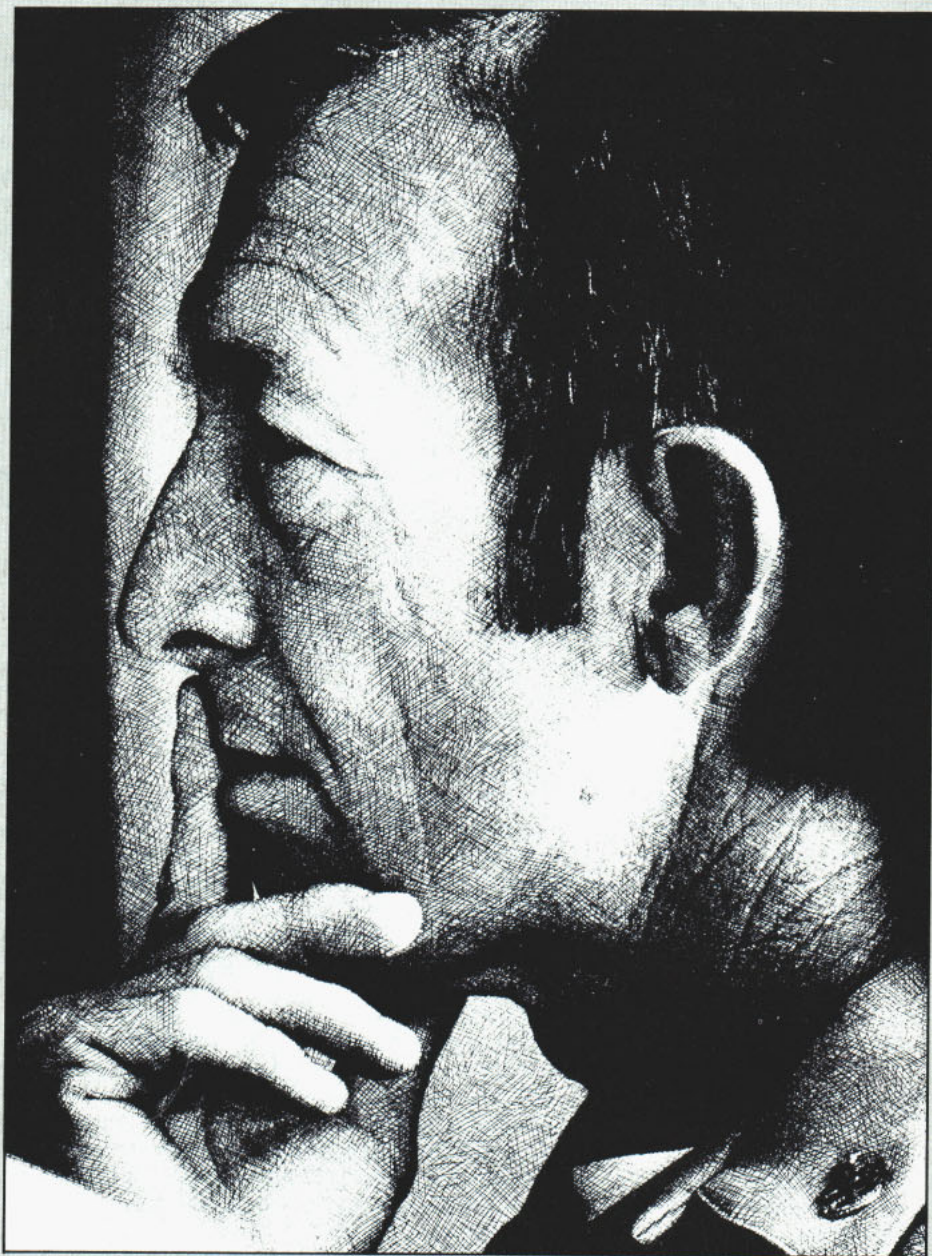
The early morning sun climbed in the sky as the patients stood in formation, dressed in T-shirts and running shorts. Some appeared physically fit, most did not. Almost all of them craved another smoke break. On command, they started the short run to the base gym.

Once there, they were led through what seemed to them a torturous program of calisthenics by unrelenting staff members. Then they struggled with pull-ups and another run. The distance was determined by the number of weeks the patients had been at the center. Shorter for beginners, longer for veteran patients. The patients do this every day and it becomes as routine as marching to chow, or standing daily personnel inspections, or....

By the end of the stay, each patient can run at least three miles. Most have not felt the benefits of exercise for a long time. Although some of these exhausted people believe they are being tortured, there is another, more humane reason for the exercise. Increased physical activity helps eliminate the residual drugs in their bodies.

Zero Tolerance

The Navy's position of zero tolerance of drug abuse is not taken lightly. It is a key factor in the 78 percent to 82 percent return-to-duty rate of center pa-



Listening is an important part of rehabilitation sessions.

tients. It is basically the only thing separating the Navy's rehabilitation program from civilian ones.

In civilian rehabilitation centers, a 50 percent patient walkout rate is not uncommon. The Uniform Code of Military Justice eliminates that problem. If

you walk out, you are an unauthorized absentee and you go to mast. It is that simple. All rules are written and not open for discussion. This forces patients to worry about what is important; their recovery.

"The biggest thing you've got to do is get their attention," Wells says. "You've got to get them sober and let their minds operate without drugs. But

“...I can't say if I'll stay sober...I can only take one day at a time.”



Top: A smoke break is a privilege at NDRC.

Left: Patients watch television before a weekly physical fitness test.

There are only two choices at the center: get and stay sober, or be thrown out of the service. Last year more than 5,000 people were discharged for drug abuse alone.

According to Wells, most Navy commands are using the urinalysis test. They believe it is the best way to keep their people clean.

“There is an obvious understanding of what drugs can do out there, the potential disasters that can occur. It's mind boggling. No matter how many people we lose initially, no matter what we have to do, we must do something. We can't have this, not where life and death is a daily way of life,” Wells says.

Even with the detailed screening process to weed out those who do not have the potential for further military service, there still are 20 percent who fail to make it through the program.

Not much can be done for them. As one staff member put it: “We are not in the business of saving souls. We look for retention possibilities when we screen patients for the program.”

The Navy has a vested interest in re-

it takes discipline to do that and the UCMJ is the thing that allows us to do everything else,” he adds.

The patients almost always complain about the boot camp style of strict military discipline, but they also realize its necessity. “I don't like it, but if they didn't have it, people probably wouldn't take the program very seriously,” one patient says.



After leaving NDRC, patients return to the fleet where they must maintain their sobriety.

habilitating drug users. The loss of even one sailor represents a loss of several thousands of dollars. The Navy saves \$4 for every dollar it spends to rehabilitate someone.

Not everyone can be rehabilitated. Contrary to popular belief, there are no magic treatment techniques. If a patient does not want to be sober, there is not much anyone can do. Getting a person to admit there is a problem is the first step.

Hello, Goodbye

The residents of Treatment Unit One

poured into the room. A fog of smoke from the just-finished cigarette break filtered slowly out the open window. Some of the new faces in the room looked angry, some just confused. They had just spent a week in the Initial Treatment Unit, where they endured psychological evaluations and other preliminary tests to determine their eligibility for treatment.

Today, during the weekly "Large Group" session, the new patients would become members of Treatment Unit One, one of three units at the center. From there, they would be assigned to a 12-member "small group." These two groups would be their "family" for the next six weeks. After the introductions, the patients who had completed their

treatment programs would terminate, or say goodbye. The session would not be easy for either group.

The room fell silent. Patients filled two rows of benches along the walls. One of the new people introduced himself.

"Um, my name is John and, um, they sent me here because, um, I got popped on a urinalysis."

The questions and accusations that were hurled at him from every direction caught him by surprise. They had all been through it before. They knew about the denial. "Are you an addict?" someone asked. "No. I just got caught. That's all." "What kind of drugs did you use?" another asked. They would not stop until he was worn down.

“All we can really do is...push (them) in the right direction and pray they stay in that direction....”

He became very defensive, readying his next answer before the question was even asked. Finally, Master Chief Machinist's Mate Russell C. Filbeck, a counselor in TU1, asked him what group he was in. He hesitated, confused by the simplicity of the question. “One, One A,” he answered. A round of applause filled the room. “Welcome to the floor,” Filbeck added. More applause. The counselors can sense when a new patient is at the bottom emotionally. They then try to bring him back up with the applause before moving on to the next introduction.

Another new patient introduced himself. He admitted freely that he was an addict, too freely for some. Only a few believed him.

“Fake it till you make it” Senior Chief Navy Counselor Tommie J. Vaughn, another counselor in TU1, explains. “They learn very quickly to observe the treatment process, learn how the system works and then perform as they think is necessary to get through here. We have to be keenly attuned to this,” he says. “They have learned to manipulate people to get away with using drugs. We tell them, ‘we don’t want you just to play the game until you get out of here,’ ” he adds.

According to Lieutenant Ron D. Gelis, a clinical psychologist at the center, “This is a showdown. It’s the first real confrontation these guys get.”

When the introductions were completed, the terminations began. Peoples’ moods changed. A sailor stood up and shared with the group things he had learned. It was hard saying goodbye to these people. The words did not come easily. The young sailor asked one of the counselors for a “warm and fuzzy,” a hug. It was given freely. The room was silent except for a few sobs. Eyes filled with tears. After the terminations were completed, the patients formed a circle, arms around each other, and chanted: “God grant me the serenity to accept the

things I cannot change, courage to change the things I can and wisdom to know the difference. Keep coming back, it works.”

Aftercare

By the time a patient has been through the treatment program, he or she is well on the road to recovery. But sobriety does not end there. Aftercare programs like Alcoholics Anonymous and Narcotics Anonymous are encouraged while at the center and afterwards as well.

“Seven weeks here, in the large scheme of things is not very long,” Gelis says. “All we can really do is give them a jolt, get them pushed in the right direction and pray they stay in that direction. Taking them out of their drug culture and putting them into a new, sober culture is part of how you build up a sober lifestyle. We try to teach them how to deal with their problems in a therapeutic setting where they are able to discuss the things that cause them pain, rather than taking drugs to escape the pain,” he says.

AA and NA provide a lifeline for people after they leave the center.

Patients are offered the opportunity to buy the books “Alcoholics Anonymous” and “Narcotics Anonymous” while at the center. They are passed around like high school yearbooks for friends to write in, offering encouragement and an address to write to when things get bad.

Leaving the center is the beginning of a new way of life for these people. There is a fear of leaving. Most will be going back to the same drug-filled environment that put them there in the first place. Staying sober will not be easy.

“I’m going to try,” one patient says. “But I can’t say if I’ll stay sober when I leave here. I can only take one day at a time.” □

—Story by PH2 Perry E. Thorsvik



TUGS: Moving the fleet is their mission

Story and photos by PH2 Jesus Diaz



When push comes to shove at one of the largest naval stations in the world, more than 100 of the Navy's most massive, technically advanced fighting ships depend on nine of the smallest, least glamorous boats in the fleet: tugs.

The 350-ton tugboats of Naval Station San Diego's service craft division average 165 moves each week as they help war-

ships and submarines in excess of 80,000 tons navigate San Diego harbor. They are some of the busiest, most important vessels in the Navy.

Tug sailors literally work in the fleet's shadow.

"We handle mooring, docking, delivery of fuel or commodities, and off-loading weapons from barges—anything to service the fleet," said Lieutenant Junior Grade Donald R. Price, service craft division officer.

A chief boatswain's mate or petty officer first class usually is tugmaster. He or she drives the tug and is responsible

Top: BMC Paul Murphy, tugmaster of USS Wenatchee (YTB 808), maintains communication with USS Kitty Hawk (CV 63).

Left: USS Muskegon (YTB 763) steams toward an undocking.

for the boat and crew. Also aboard is an engineman who is chief engineer and second senior on the craft, an electrician's mate who is responsible for all electrical components, and a mess management specialist who does the cooking. The rest of the crew is made up of line handlers.

For these nine- and 10-person tug crews, the average 70-hour work week can be the toughest part of the job.

"You feel like a dead man sometimes," said Chief Boatswain's Mate Larry Fairlee, tugmaster, "but it's tougher on the crew. Handling lines all day gets hectic, and when sailors get tired, they can snap at you. It takes a lot of understanding to put up with that."

Line handler Engineman Fireman Lily Cheng said the lines get heavy after throwing them around all day. "It's a real physical strain, but we help each other out. Sometimes, when someone needs help on the quarter line, someone from the lead line runs back to help."

The tug sailors recognize that teamwork gets the job done.

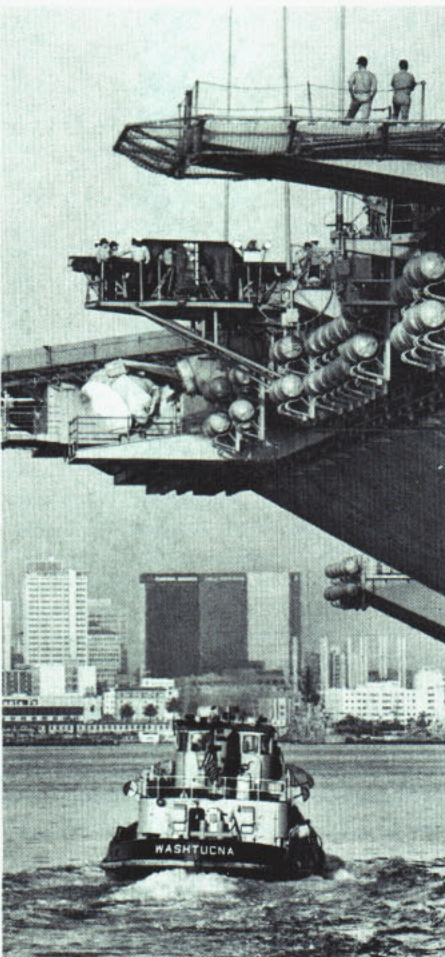
"I like working with a small crew," said Engineman Second Class Jeffry Haralson, chief engineer. "We're close, and we don't hassle each other. That really helps out there on the job."

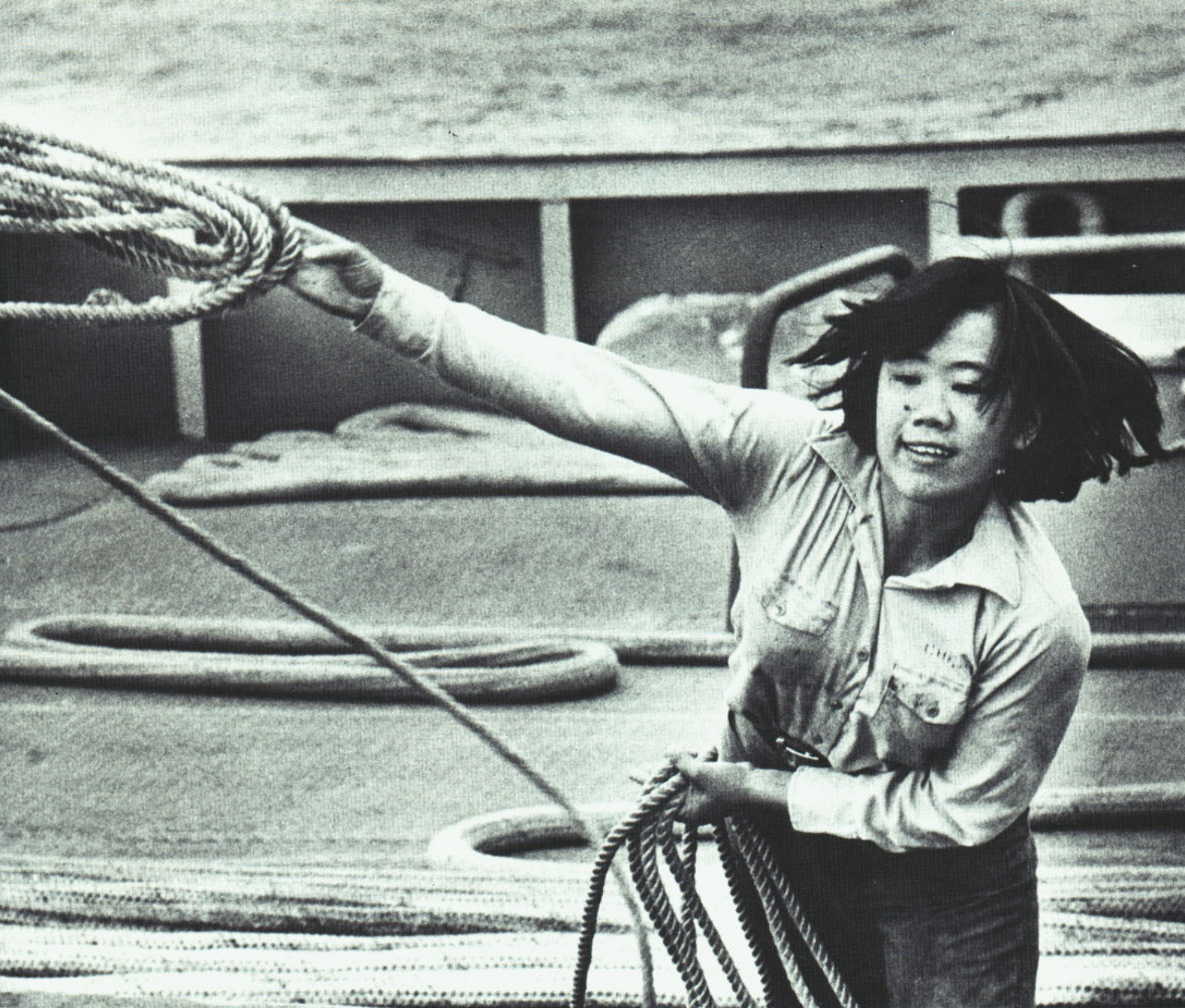
No one person's job is more important than another's; just ask Chief Boatswain's Mate Paul Murphy, tugmaster.

"A lot of people say I have the hardest job," he said. "In a lot of ways, it is. I have to watch a million things at one time. Without my crew, I'm nothing."

"It's gratifying to work with my crew. We do our jobs to the best of our abilities. It's nice to have the captain of a ship say, 'Hey! That was an excellent job,' and then turn the credit over to my crew." □

PH2 Diaz is a photojournalist with Flt-AVComPac, NAS North Island, Calif.





Top left: With the San Diego skyline as a backdrop, USS Washtucna (YTB 826) maneuvers into position around the massive Kitty Hawk.

Top: ENFN Lily Cheng heaves a messenger line.

Far left: Two crew members from Wenatchee tighten an 8-inch head line during a mooring.

Left: Craftmaster of Washtucna keeps an eye on another tug as they both move in to assist a destroyer tender.

U-boat Stopped

Convoys Clear from Halifax to Normandy

By Allard G. Russell and Karl F. W. Gartner

U-233 was a new boat on its first war patrol out of Kiel, West Germany. It was a 2,000-ton minelayer, one of four of the largest submarines built in Germany. Its cargo: 63 pressure differential mines, each with 300 kilograms of explosives. According to top secret sealed orders, the mines were to be sown in New York City harbor.

After a few days at sea, German Kapitän-Lieutenant Hans Steen received a wireless message to open a second sealed envelope. *U-233*'s lethal weapon drop was

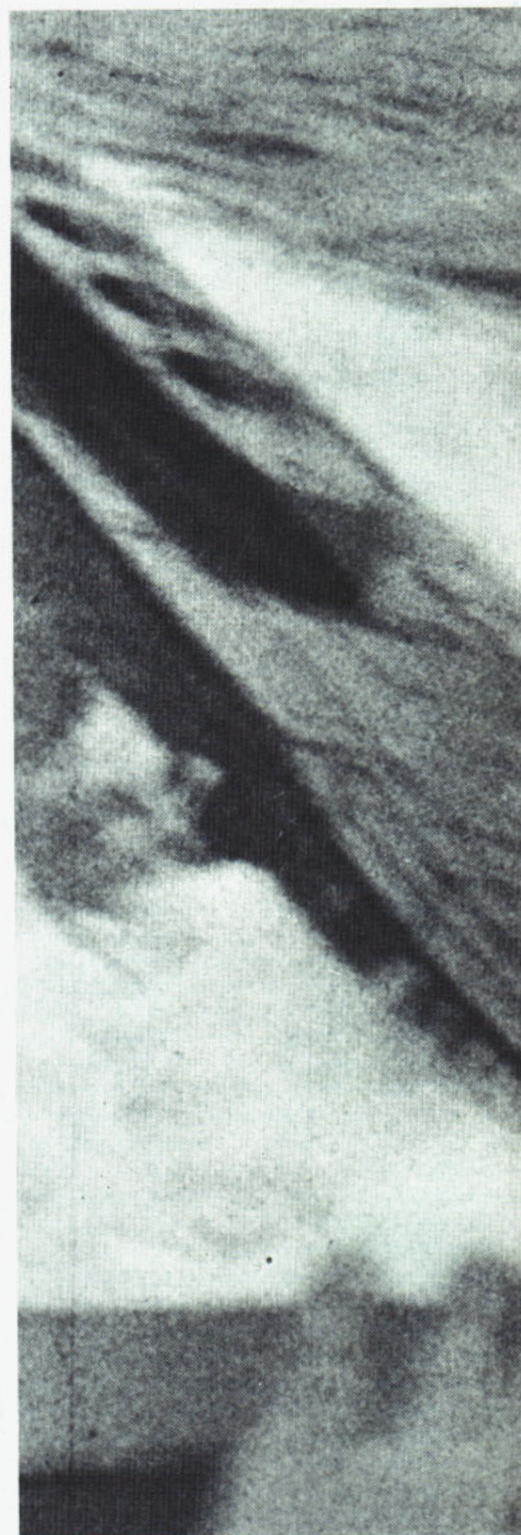
changed to Halifax harbor, Nova Scotia, a major staging area for convoys carrying tons of supplies to troops soon to land on the beaches at Normandy, France. Delay of those supplies would mean death for thousands of soldiers.

USS Card (CVE 11)—with Composite Squadron Twelve embarked—and destroyer escorts *Baker* (DE 190), *Bostwick* (DE 103), *Breeman* (DE 104), *Bronstein* (DE 189) and *Thomas* (DE 102), made up Task Group 22.10. They left San Juan, Puerto Rico, June 27 for Newfoundland,



Above: *U-233*'s commissioning Sept. 22, 1943.

Right: *USS Thomas* runs down *U-233* off Nova Scotia July 5, 1944.



in Atlantic Mining



U-boat

their course based on a high frequency direction finder fix, a possible German submarine transmission.

Lutenant Karl F. W. Gartner of the German Naval Reserve was second watch officer and communications officer aboard *U-233*. U.S. Navy Lieutenant Allard G. Russell was assistant air officer aboard *Card*. They first met near Sable Island, Nova Scotia, 42.39°N–58.50°W, July 5, 1944. They met again in the fall of 1984, more than 40 years later, in Munster, West Germany, at a reunion arranged by Russell's German cousin. Together they recounted the events that led to their first meeting.

* * *

U-233, commissioned Sept. 22, 1943, sailed from Kiel on its single operational mission at 0800, May 27, 1944. Aboard were the captain, two watch officers, a

midshipman as third watch officer, an engineering officer, a doctor and 54 men. Steen had been a watch officer on a supply submarine. Most of the crew had never been aboard a U-boat.

The sub's mines were primarily for harbor-laying and had a 200-meter anchor depth, although they could maintain preset depth of four to six meters below the surface. *U-233*'s only training for its mission was laying 132 similar mines during a practice run in the Baltic Sea the winter of 1943.

Other armament was an automatic 105mm cannon, an automatic 37mm gun, two twin 20mm cannon and two stern torpedo tubes with seven "fish." *U-233* was equipped with a long-wave Lorenz direction finder, four Telefunken transmitters, and three sonar search receivers. It had no radar or snorkle. The maximum design depth was 125 meters, and its two nine-cylinder diesel engines with superchargers gave it a 15-knot maximum surface speed.

Six days out of port, the submarine spotted several aircraft but went unnoticed. The next day, June 2, off the Shetland Islands, Scotland, the sub was attacked by a four-engine aircraft, probably a *Sunderland*, Gartner said.

U-233 fired and, despite intermittent jamming of its 37mm gun, probably scored some hits, the watch officer said. The plane dropped five bombs, the closest about 25 to 30 meters. The sub was not damaged, but soon was forced to dive when two more *Sunderlands* were spotted.

Early the next morning, its batteries low and air foul, *U-233* resurfaced. The bridge watch took up stations. Aircraft forced the U-boat down again. Depth charges were dropped as the boat reached 30 meters. *U-233* again escaped damage. The sub changed course to later surface and charge batteries undetected. A shell explosion in the 37mm gun breech during test firing two weeks later left the gun useless.

U-233 slowly made its way toward Halifax, stayed submerged 20 hours each day,



Clockwise: Retired Capt. Allard G. Russell, left, Karl F.W. Gartner, center, and Udo Kreyenborg in Munster, West Germany. The air group surgeon aboard USS Card (CVE 11) gets personal information from a U-233 survivor in 1944. Navy Chaplain Sheridan Bell leads the funeral service for German Kapitän-Lutenant Hans Steen, commander of U-233, on USS Card's flight deck, July 6, 1944. Steen's body is "consigned to the deep," near Sable Island, Nova Scotia.



and planned to arrive just after full moon when the harbor was teeming with shipping.

VC-12 on *Card* flew 24-hour scouting missions. Two-plane torpedo bomber teams had depth charges and sonobuoys and an FM-2 fighter had .50-caliber rockets.

An oil slick was spotted at 0900, July

2, about 156 miles northeast of Nova Scotia. Sonobuoys were dropped and sent back positive response, Russell said. No depth charges were dropped and heavy fog prevented flight operations July 3 through July 5. The task group continued its sonar search westward from the July 2 contact.

At 1908, July 5, *Baker* reported a sound contact 1,500 yards ahead. It began drop-

ping depth charges at 7:11 p.m., lost contact at 200 yards, and regained it three minutes later.

It was quiet underwater at about 1900, July 5, Gartner explained. "Early in the evening, U-233 was proceeding submerged at 30 to 50 meters. The U-boat had come up from her usual depth of 60 to 80 meters to facilitate torpedo servicing in the after compartment and, possibly, to attempt repairs on a damaged tube. There were no indications of enemy surface craft in the vicinity.

"Suddenly, a loud whining sound was heard, followed shortly by screw noises. Almost immediately, depth charges exploded all around our boat. Lights went off, and loose gear flew all over. We descended rapidly out of control to about 120 meters (close to the sub's maximum design depth).

"At that depth, a leak aft was so bad, the boat became stern heavy. It was rumored that a torpedo had broken loose and killed a torpedoman in the compartment."

Baker dropped a second pattern of depth charges at 1920.

"U-233 continued to sink at an alarming angle. Shortly after, a second pattern of depth charges exploded around the boat, but without noticeable damage. We then went down to 230 meters and were still sinking. The captain gave the signal to 'blow tanks,' and we slowly rose to the surface, regaining an even keel as we did so."

At 1930, Baker reported a U-boat surfacing under fire, the crew abandoning ship, Russell said, who was watching aboard Card, about three miles away.

"Once on the surface, the captain and I opened the tower hatch and climbed up on the bridge. Destroyers opened fire at a distance of 300 to 500 meters. We couldn't answer since all of our guns were destroyed by the pressure of the depth charges exploding nearby. Also, our torpedo tubes were not useable any more.

"At this time, we decided it best to give the abandon ship order, and the captain instructed the engineering officer and his men to open the valves to sink the boat. The destroyer guns were still firing, and many sailors died trying to get to the deck and leave the boat."



U-boat

Thomas rammed the sub at 1942, rode over the boat's stern and damaged its own bow. The U-boat was sinking stern first, and the two destroyer escorts began rescuing the crew. Except for those trapped in the afterpart of the boat, the crew had abandoned ship before she was rammed.

"Suddenly, a heavy shell ripped the tower apart, and pressure threw both Captain Steen and myself into the sea. All men in the tower were killed. Captain Steen was wounded by shrapnel, but I kept him afloat for a considerable period of time until we were rescued by one of the destroyers."

Thirty survivors—half the sub's com-

plement—were picked up, most without injuries, except for Steen. Steen died aboard *Card* the next day and was buried at sea. The surviving German sailors, whose age averaged 22 years, were turned over to the Army in Boston and spent the rest of the war, Gartner explained, "in various camps, changing location about every two months."

Ships left Halifax harbor without incident, keeping that lifeline to European battlefields intact.

* * *

Last summer, Russell showed his cousin, Udo Kreyenborg of Munster, West

Germany, photographs taken after the 1944 attack. Kreyenborg had been a young officer in the German submarine service at the end of World War II. He located Gartner in Duisberg, West Germany, and Albert Betzin, first watch officer aboard *U-233*, in Bremen, West Germany, where he is a port captain.

On Oct. 11, 1984, Russell and Gartner—the hunter and hunted—met again, this time as friends. □

Capt. Allard G. Russell (retired) lives in Sarasota, Fla. Karl Gartner lives in Duisburg, West Germany.

Diary of a Veteran

Every ship that has sailed the world's oceans has a story to tell.

For the "baby flat top" *USS Card* (CVE 11), the tale encompasses two wars and ends, not in a heated battle, air strike or U-boat torpedo blast, but pierside in Saigon harbor, South Vietnam.

An unexplained explosion ripped a 30-foot hole in the American warship's hull.

Card sank immediately.

None of the 73 civil marine crew members on board were injured.

Card had sailed from Manila, Republic of the Philippines, carrying a load of helicopters and fighter bombers.

U.S. and Vietnamese security forces were tightened up for the port call. A possible terrorist strike on May Day was feared. The day passed without incident.

At dawn the next morning, Saturday, May 2, 1964, the explosion rocked the 14,760-ton carrier and dropped its stern 24 feet to the river's bottom.

In a related explosion, five officers and three enlisted men were injured by a communist guerrilla bombing just down the road from the sunken vessel.

Salvage operations began at once. Despite 100 percent humidity and 120-degree temperatures, diving crews worked round-the-clock to raise the ship from the mucky river bottom.

USS Reclaimer (ARS 42) and *USS Takoniki* (ATF 114) from Task Force 73 towed the disabled ship to Subic Bay.

Card, veteran U-boat hunter of World War II, task force flag ship, winner of three World War II battle stars and a Presidential Unit Citation, was finished.

* * *

The carrier's story began in February 1942 when it was converted from a C-3

USS Card (CVE 11)



cargo ship to a flat top airstrip. Originally launched as *AVG 11*, it was redesignated *ACV 11* and named after Card Sound, a continuation of Biscayne Bay, south of Miami.

Card's new mission was to seek out German wolf packs and destroy enemy U-boats. *Card* was good. Its planes sank four submarines on the first Atlantic cruise and five the second cruise.

On the third hunter-killer cruise, *Card*, accompanied by three destroyer escorts, ran into a wolf pack, locating 12 contacts in five hours. *USS Schenck* (DD 159) sank one sub; *USS Leary* (DD 158) was torpedoed by three U-boats. *USS Decatur* (DD 341) had to run screen while *Schenck* picked up *Leary* survivors. That left *Card* alone to dodge submarines until one hour before dawn when planes could be launched. *Card* was successful and made several more deployments.

Card was decommissioned in Norfolk, Va., in May 1946. It was reclassified several more times and finally assigned to the Military Sea Transportation Service as a ferry. *USNS Card* (T-AKV 40) was ferrying men and equipment in support of the South Pacific Vietnam conflict when its work days ended. □

—Story by JO2 R.L. Coons

Fighting a Harsh, Demanding Foe

Story and photos by JO1 Larry Gresham

The Persian Gulf is a harsh, demanding environment. Sand, salt and storms wait to bring a helo down and keep it from delivering letters from home and much needed replacement parts to the men on ships with the Middle East Force.

But the "Desert Duck" has learned how to work in the sand and salt and keep its helo flying. Helicopter Anti-Submarine Squadron One, Detachment One, is a single plane, jack-of-all-trades, 21-man detachment homeported in Jacksonville, Fla., that flies the SH-3G helo, nicknamed "Desert Duck." Men of the squadron shuttle from their home port to the detachment in 180-day intervals.

Over-the-horizon surveillance used to evaluate attacks on tankers in the Persian Gulf war, night search and rescue operations, transportation for congressional delegations, and mail delivery are always more important than the storms and corrosion that attack the helo.

Attention to detail and changes in the frequency of regular maintenance are the weapons the detachment uses to fight its Persian Gulf environment. Jobs performed on a weekly basis may be increased to two or three times weekly.

"It puts a little more burden on the troops," said Lieutenant James M. Burton, maintenance officer, "but it saves

equipment and man-hours in the long run. When it's part of standard procedures, it's not too much added effort."

Salt water and corrosion go hand in hand. But when a helo continually flies between smaller ships, as the "Desert Duck" does in the Persian Gulf, the battle against corrosion must be stepped up.

Desert sand and dust floating in the air

is no less a threat to the SH-3G's life. The helo will land after a few hours of flying, covered by sand, especially around grease fittings and lubricated areas.

"The helo is really a giant dust magnet," said Burton. "Inspections and maintenance are more time-consuming when the mechanics must fight through a layer of grime, dust and grease to reach an elusive fitting."

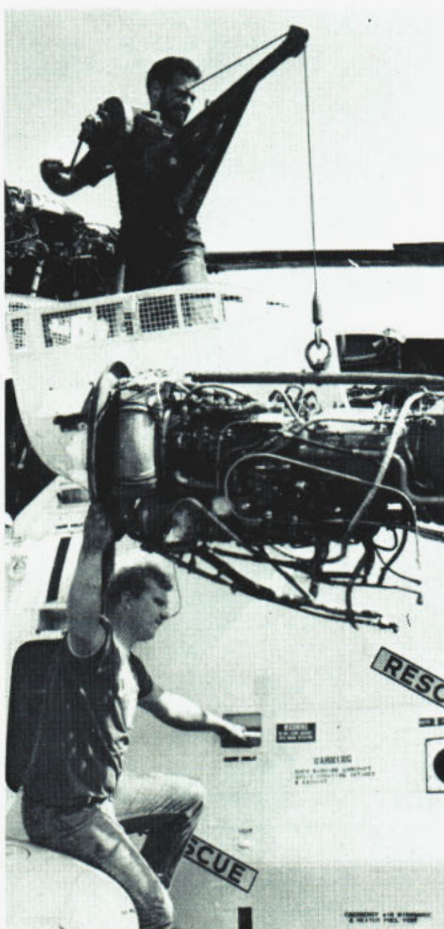
Searing desert heat—130 degrees Fahrenheit during summer—makes the maintenance tasks even more difficult. Teamwork then becomes the most important weapon.

"If the mechanics are working," said Burton, "the electricians will go out into the hot desert sun and help in any way they can. The junior men, especially, who are trying to learn the aircraft, pitch in and help—even if it's just to chase down a tool."

The "Desert Duck" has been 99 percent mission capable, according to Burton. Each month when operation reports are prepared, the men jockey for position to see the number of consecutive days the helo was fully mission capable. The end of August tabulated more than 140 consecutive days.

The "Desert Duck" and its crew have earned a reputation for service to Middle East Force. They have completed every mission assigned them in 1984—a victory against a harsh, demanding environmental foe. □

AD1 Pat Casillo and PO2 Ed Miller remove a T-58 engine from the "Desert Duck" during a planned maintenance period.



JO1 Gresham is assigned to the staff of Commander, Middle East Force.



Historic Tour

Secretary of the Navy Visits China



Secretary of the Navy John F. Lehman Jr. visited the People's Republic of China Aug. 15-23, 1984. The eight-day trip, a first between the U.S. and the Chinese navies, laid a solid foundation for friendly relations and technical cooperation between the two navies, including future exchanges of visits and navy-to-navy staff talks.

"The talks offered both nations an opportunity to engage in forthright discussions of the international maritime situation," Secretary Lehman said, "as well as a chance to develop plans for future cooperation, including the possibility of visits by U.S. Seventh Fleet ships to Chinese ports."

Secretary Lehman's trip included tours of surface, submarine and aircraft units, along with tours of naval facilities and meetings with Premier Zhao Ziyang, Defense Minister Zhang Aiping, and Commander of the Chinese navy, Admiral Liu Hauqing.

Opposite page: A statue of Chairman Mao overlooks welcoming ceremonies at People's Republic of China Naval Headquarters, Beijing, China.

Top left: Admiral An Liquan (second from right), deputy chief of staff of the Chinese navy, accompanies Secretary Lehman on a tour of Emperor Ming's tomb.

Top center: Children on a Shanghai street stop to observe rarely seen American visitors.

Top right: A crew member escorts Secretary Lehman on a tour of his boat at Tsing Dao Submarine Base.

Center: Secretary Lehman, accompanied by Admiral Hauqing, reviews a Navy honor guard at the People's Republic of China Naval Headquarters, Beijing.

Bottom left: Secretary Lehman and China's Defense Minister Aiping.

NAVY SPORTS

From intramurals to international competition, the Navy has a program for athletes at all levels.

It might be one of those weekends. Nothing much is happening. The television set is on—some amateur sporting event—but you're only half-listening, half-watching. Then the announcer says something about one of the athletes being in the Navy. Suddenly your mind isn't drifting any more; your attention is focused on the television.

It shouldn't come as a surprise to find a Navy man or woman competing with some of the nation's top athletes—not when you realize the scope of the Navy's involvement in sports. Odds are, that Navy athlete you saw on television started out as a member on one of the thousands of Navy intramural teams at bases around the world.

That wide-ranging intramural program is the foundation of the Navy's involvement in organized athletics. Every Navy man and woman has the opportunity to participate in the program—and many do. William Fleming, head of the Navy's Sports Program Branch, estimates that some 300,000 Navy men and women—about 50 percent of the Navy's active duty force—participated in a base intramural program last year.

The Navy's intramural program is much like that of any college or university. Ships and commands compete against each other in some 50 intramural sports, including flag football, basketball, softball, racquetball, volleyball, sailing, soccer and weightlifting.

Base teams are grouped into leagues, standings are kept, and playoffs and



HM3 Michael Duzant (left) outboxed his Army opponent to win the welterweight championship in the 1984 Interservice Boxing Championships.

Photo by PH3 Mike Barnes

championship games determine winners. From there, Navy athletes can go on to conference-level competitions.

The Navy sports world is divided into 15 geographic regions known as conferences. "It's like the Big 10 and Pac 8 Conferences in college," Fleming explained. "The Navy has the South Pacific Conference, the South Atlantic Conference—that type of thing."

Conference championship winners in past years could advance to East Coast and West Coast championships and then to an All-Navy Championship. After a good showing in the All-Navy Championship, a team or an athlete could go on to interservice, national and international competition. But the Navy

eliminated the All-Navy Championships six years ago.

"They were dropped pretty much because of cost and time away from the command not only for one or two individuals, but for whole teams at a time," Fleming said.

Now conference-level championships are as far as Navy tournaments go. But when the Navy eliminated the All-Navy Championship system, they replaced it with a new program that has been having a lot of success.

The Navy set up training camps to help find its top athletes. Under this program, Navy athletes apply to the Navy Sports Program Branch for a spot in one of 17 camps. (See *All Hands'* December 1984/January 1985 inside back cover for a list of training camps.)

Under the training camp system, the Navy is interested in getting its *best* athletes—sailors who out and out *excel* in a sport—to apply. In track and field, for example, men shouldn't even consider applying to the training camp unless they can run 100 meters in 11 seconds flat. For women it's 13 seconds. That's fast. That's close to world class speed—and it's only the minimum time needed just to be considered for camp. The athletes selected for Navy training camps are *top* amateur athletes; some have competed at the Olympic level.

Sailors who are proven outstanding athletes and who think they can compete at that level should contact shipboard athletic officers or base athletic offices



for applications. Those applications must have two endorsements: one from the applicant's athletic director and the other from the commanding officer.

The athletic director's endorsement acknowledges a sailor's superior athletic ability. The commanding officer's endorsement grants the individual permission to go to the camp.

"We've run into some problems where individuals are not endorsed by the C.O. because of time commitment or importance of job," Fleming said. "The biggest problem we face is getting individuals free to train. There's a lot of talent in the Navy that we rarely see because commands are not allowing people to come to training camps."

"I've talked with C.O.s, X.O.s, and detailers in terms of trying to get people replaced and transferred. But the Navy is a unique service because we're seagoing."

"It's not usually so difficult to get a person who's land-based into a training camp, though we still have problems with that. But if an athlete is on a ship, he's got two strikes against him. First, it's difficult for that command to let him go because there's no one to replace him and he's got a specific job to do; it's the same for women. Second, there's no place to train. When you go to sea for six months, it's difficult to do any serious training."

Fleming and the training camp coach look closely at the applications. If they know the athlete, it's easy to decide whether or not to invite that person to camp. If they don't know the athlete, they'll call the applicant's base athletic director to get a recommendation or call references listed in the athlete's application, such as a high school or college coach, to get better insight into the applicant's character and athletic ability.

"For some of the more popular camps, like men's softball," Fleming said, "we may get 60 to 70 applications. We can only handle 30 to 35, maybe 40 individuals in the camp, so we've got to be fairly selective. It's crucial to really screen the individuals."

There are two types of Navy training camps, according to Fleming.

"One is a trials camp, such as golf or bowling. There's really no time spent preparing. It's just a 72-hole golf tournament, or a number of set lines for bowling, or a racquetball or tennis elimination where we can find out who our top players are. It usually runs from 10 days to two weeks."

"The other training camp is primarily for team sports like wrestling or boxing. We have from six to eight weeks for athletes to come into the camp, work on their skills and work together to form a team. If you don't come into the training camp in good condition, you're

FTM1 David Butler, who won a gold and a bronze medal at the CISM wrestling tournament, battles his opponent in his gold medal match.

probably going to go home pretty quickly."

After the athletes invited to training camps are whittled down into a Navy team, they go on to compete against the other services, which have similar training camp programs.

"In many sports—especially the team sports—we'll select an all-armed forces team from the interservice tournament," Fleming said. "The armed forces team will train together as an all-star team from the four services and go on to the national championship in that particular sport."

As a result of their performance in a national tournament, athletes have a chance to go to international tournaments and perhaps even the prestigious Pan American Games or the Olympic trials.

"I don't think there's an athlete who doesn't overestimate his or her talent in terms of the opportunity (to go to the Olympics)," Fleming said. "Realistically speaking, very few are going to get that high. When you're talking about participating in, say, men's softball and putting an armed forces team together in 1 1/2 weeks to play against teams who have been together one to two years, it's

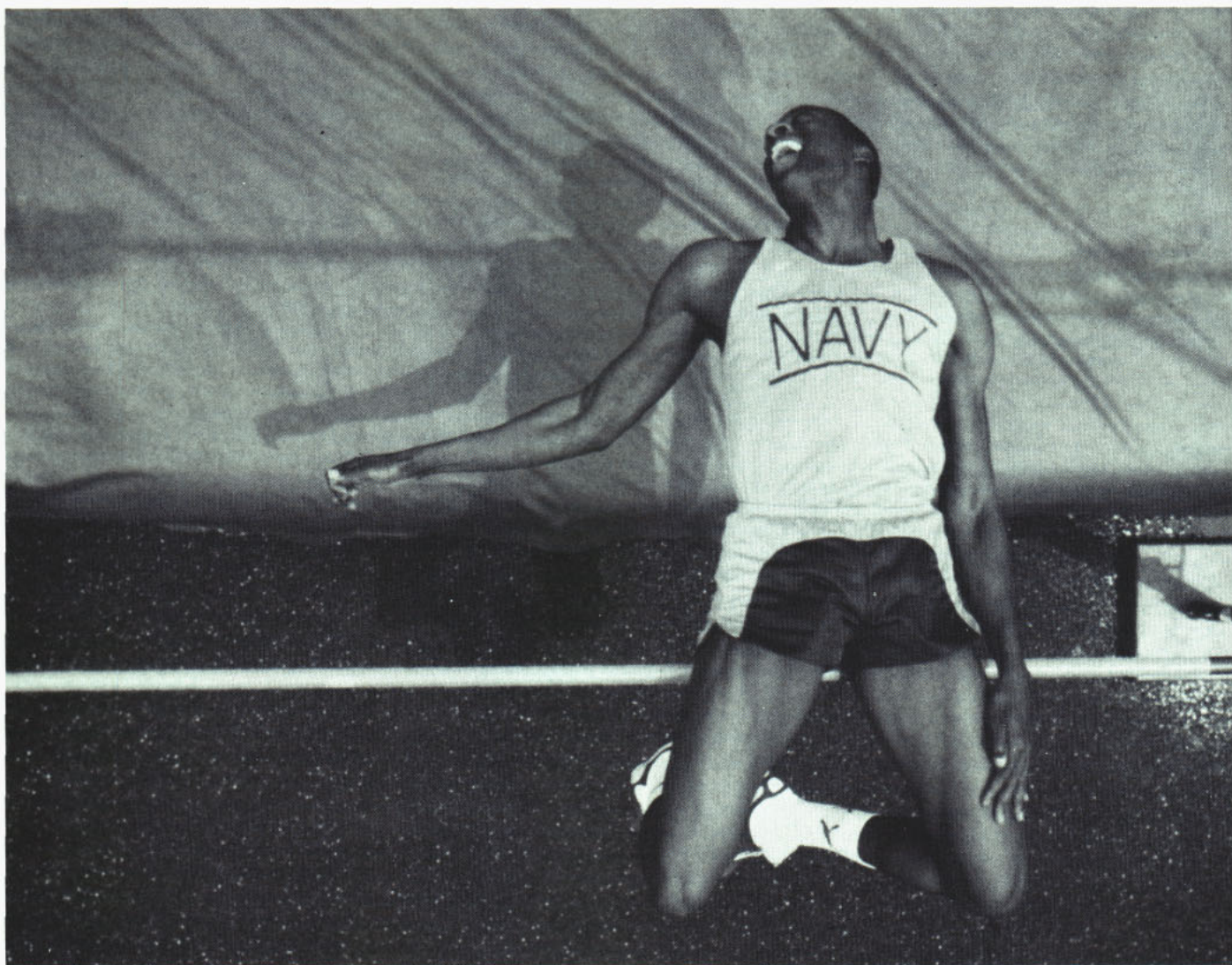


Photo by Jim Preston

difficult to compete. In volleyball it's even worse because it's more highly skilled—more of a team interaction sport.”

Most of the training camp sports have access directly into national championships, although some sports don't go any further than the interservice tournaments. In golf and tennis, there's no amateur national championship the armed forces can enter.

“In sports that we don't actually have training camps or interservice competitions for, we still give individuals the opportunity to qualify and go to higher levels of competition,” Fleming said. “They apply in the same way. If an individual is an outstanding shooter, he can apply for a training camp even though we don't have one for that sport.

“We'll take the application, assess that individual's ability and talk with the national governing body of that sport to find out how he or she is ranked. Then

we decide whether or not we should fund the individual or whether they're just trying to get out of duty and want to go and see what they can do at these things.

“We get a lot of requests to go to this little tournament or that little competition. We're not interested in that, nor can we fund people to go to them. But if the people have the talent, we'll take them as far as they can possibly go as long as their command goes along with it.”

There is yet another level of competition for Navy athletes: CISM—Conseil International du Sport Militaire. (See story on page 23.) CISM had its roots in World War II. Eighty-two free world nations compete in about 24 different sports. The United States participates in 12 of those sports.

Athletes who have done well at the interservice, national and international level are invited into a CISM training

Ensign Leo Williams, a 1984 Olympic hopeful until he was injured, clears the high jump bar during a track meet.

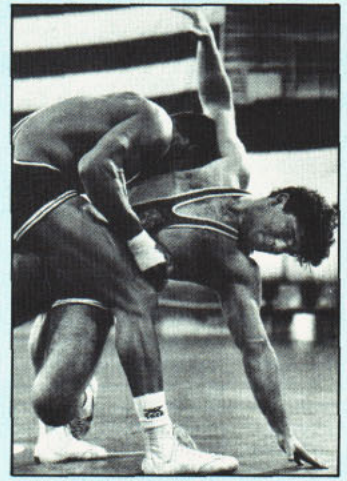
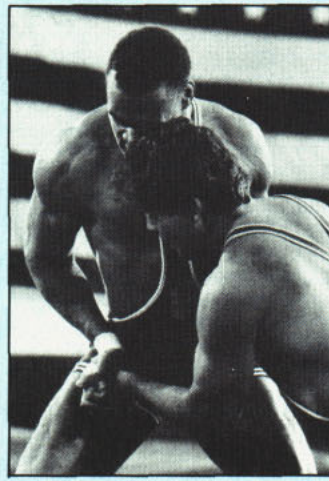
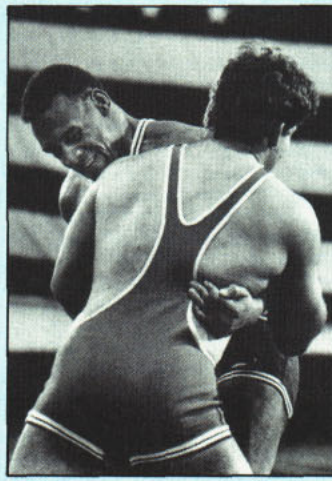
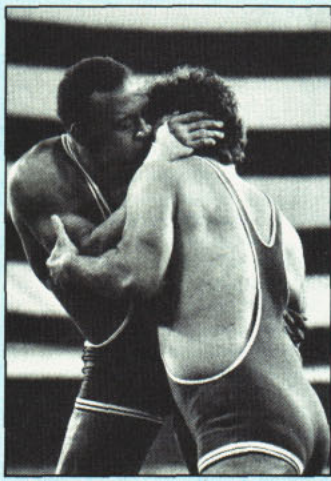
camp, which operates much like Navy training camps.

“It's the highest level of competition aside from Pan American and Olympic Games,” Fleming said. “CISM is kind of like the international military olympics.”

Navy athletes often are competing against Olympic competitors in CISM games.

“I just came back from Korea,” Fleming said. “We had the CISM judo championships there. The majority of the individuals we competed against from France, Italy and Austria were Olympic judo players. In fact, one fellow from Austria was the Olympic gold medalist. Navy athletes compete at extremely high levels.

“And in CISM, the other countries in particular place a lot of importance on



Conseil International du Sport Militaire: The Military Olympics

Despite its French name, CISM—Conseil International du Sport Militaire—is based on an American idea. That idea was to bring together the post World War II allied forces on the playing field to help bridge cultural and language barriers between the nations. Originally, the organization was called the Allied Forces Sports Council.

In 1947, because of political reasons, the Soviet Union and other eastern bloc countries withdrew. Soon after, the United States and England withdrew. The organization was in jeopardy.

Unwilling to let a good idea die, the French armed forces organized a meeting

and invited all countries interested in forming a permanent military sports association. Belgium, Denmark, Luxembourg and the Netherlands accepted. The five countries drew up statutes and regulations and founded the Conseil International du Sport Militaire. Eighty-four nations are CISM members today.

The Philadelphia Naval Station hosted the CISM freestyle and Greco-Roman style wrestling competition in December. It was the first time a U.S. armed service ever hosted a CISM wrestling competition. Active duty military wrestlers from the Federal Republic of Germany, France, Greece, Italy, Pakistan and the United States com-

peted. Several Olympic medal winners also wrestled in the five-day tournament.

U.S. wrestlers took 17 medals in the competition—8 gold, 7 silver and 2 bronze. Navy wrestlers won four of those medals: Fire Control Technician First Class David Butler won a gold in Greco-Roman style and a bronze in freestyle, Mess Management Specialist Second Class T. J. Jones won a gold in Greco-Roman style, and Ship's Serviceman Second Class Rob Hermann won a silver medal in freestyle. □

Above: Olympic silver medalist Marine Sgt. Greg Gibson wrestles for one of two gold medals he won in CISM competition.

the prestige of winning and doing well, probably much more so than the U.S. Many of the countries have their whole national teams participating."

Competing at such levels may sound glamorous, but it can be grueling. A Navy athlete could go to a six- or eight-week Navy training camp, make the interservice team and be tied up for another couple of weeks, then make the armed forces team and go through more weeks of training, then advance to the nationals. By then a Navy athlete may have been in training for six months, all the while hopping across time zones, sleeping in hotels and eating on the road. CISM involves even more training.

As long as an athlete is competing in tournaments for the Navy, the Navy Sports Program Branch takes care of all costs. Their budget for fiscal year 1985 is about \$2 million. They pay transportation, entry fees, per diem, equip-

ment—in short, when an athlete is selected to go to a training camp, it costs the Navy man or woman and their commands nothing.

Quite a few Navy athletes have performed at the more advanced levels of athletics. Last year 42,000 Navy athletes competed at the conference level, and about 500 competed at the training camp level. In national and international competitions, 120 Navy athletes competed; 36 competed in CISM tournaments, and 31 were involved in the 1984 Olympic trials.

Two Navy athletes earned a spot on USA's 1984 Winter Olympic team. Chief Gunner's Mate Fred Fritsch and Data Processing Technician Second Class Wayne DeAtley competed in the two-man bobsled. Two other Navy athletes, Ensign Leo Williams and Journalist Second Class Donna Burke, had very good chances of going to the Olympics in 1984. But because of injuries,

neither made the Olympic team.

Burke's injury was particularly disappointing. She had been training in the women's luge for nearly eight years trying to get to the Olympics. The U.S. boycott in 1980 and her injury in 1984 forced her out of two Olympic winter games.

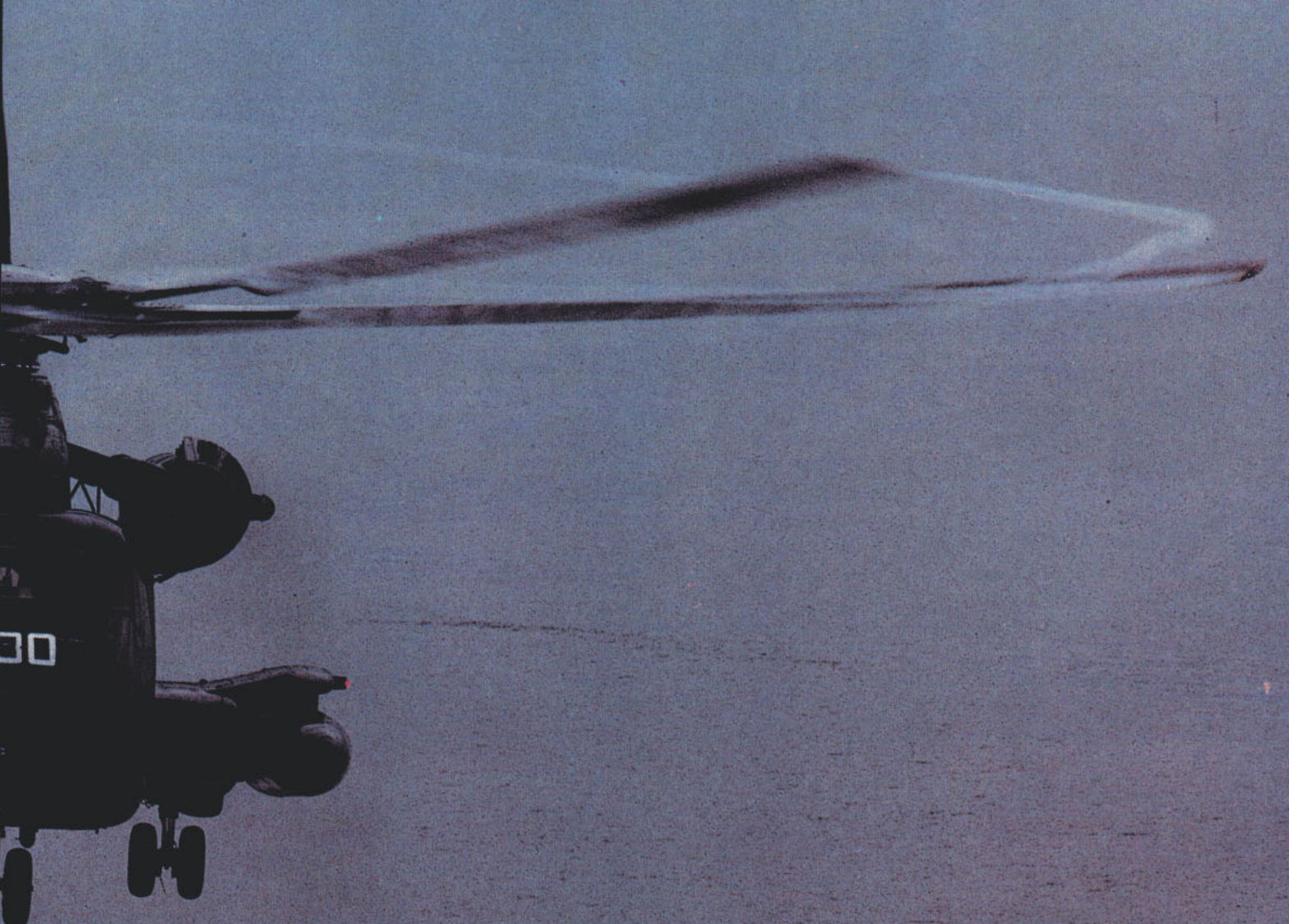
"The Navy had one national champion in wrestling this year, and two fellows took second," Fleming said. "Two Navy men were on the USA Greco-Roman wrestling team at the world championships in Finland, and seven individuals competed on the Pan American team last year. Navy athletes have done extremely well."

Whatever the level of competition—from base intramurals to the Olympics—the Navy has a program to help its athletes to go as far as their talents can take them. □

—Story and photos by
JO1 Gary Hopkins



PHOTO BY PHIL MARRA FOR ROLLING OUT MAGAZINE



Minesweeping

Fighting Weapons that Wait

Mine warfare is back on course. After the Korean conflict, mining and mine countermeasures were neglected, and emphasis in naval warfare was directed elsewhere. Today, there is a renaissance in mine warfare.

New types of mine warfare ships and helicopters will be built, new countermeasures systems are in the budget, new mines are being sent to the fleet, tactical mine warfare is now regularly included in fleet exercises.

Commodore Duke W. Cockfield, Commander, Mine Warfare Command, head-

quartered in Charleston, S.C., said, "In modern history, there has been more mining than people realize. During peacetime, mining still goes on—terrorist mining in the Persian Gulf and the Red Sea, for example—and disrupts world commerce. When you think of the minimum effort by those who laid the mines, compared to the considerable impact on world trade and the massive response to counter the mining, you get an appreciation for the importance of mine warfare."

The use of mines is not limited to terrorists. The Soviet Union has an immense

Minesweeping

arsenal of mines and a large force to deliver them. Soviet submarines, surface combatants, aircraft, merchant ships—even fishing vessels—can lay enough mines to bottle up U.S. ships in harbor or destroy them on the open seas.

“The Soviets,” said Commodore Cockfield, “have the largest inventory in the world—up to a third of a million mines. They train and test their people frequently on their ability to lay mines. They also have the world’s largest mine countermeasures force. This means we must have the capability to respond to that threat. We rely on our allies to assist us, and we expect our NATO allies to clear mines in their own waters.”

The resurgence of interest in mine warfare hasn’t come a moment too soon.

“Mine warfare is extremely important to naval warfare. It’s a difficult discipline in that it’s simpler to lay mines than to clear them. The psychological impact of laying a few mines causes a major problem, so we must have the capability to counter the threat. The Red Sea and Persian Gulf mining incidents prove that effective mining is still going on. The capability of handling mines during peacetime is just as essential as during wartime,” Commodore Cockfield said.

“I think there was a recognition, beginning in 1980, that our mine warfare assets were getting old and that we did not have the capability to counter the threat

that could be imposed by the Soviets. There was a considerable upswing in recognizing the importance of mine warfare and a need to improve the quality and quantity of mine warfare ships. We are seeing a greater appreciation by our task group and fleet commanders and the Chief of Naval Operations of the importance of mine warfare to fleet operations and our ability to control the sea. A reflection of that is seeing mine warfare used in more fleet exercises. Each battle group commander now has someone on his staff trained in mine warfare.”

Commodore Cockfield realizes his job has just begun.

“I will continue the thrust started by my predecessor, Rear Admiral Charles Horne, to improve our ability to counter the threat in peacetime and wartime. I want to solidify the start we have made toward getting ample resources to handle the threat, to increase the awareness of everyone in the Navy of the threat of enemy mines as well as our ability to use mines offensively and defensively.”

In the August 1984 issue of *Seapower* magazine, editor James Hessman wrote: “The Navy’s mine warfare program has gone in recent years from dead in the water to all ahead slow. It may be time to shift to all ahead flank.” Commodore Cockfield doesn’t agree completely.

“It’s true that, if you go back to the ’70s, mine warfare was in serious trouble.

To say we are going ‘ahead slow’ is not accurate. I think we are doing much better than that. We have new construction programs for ships and helicopters, and new generations of mines. I think we’re achieving a level that will protect the



United States' interests."

Captain John Moore, Royal Navy (retired) wrote, in the foreword to the 1983-84 *Jane's Fighting Ships*, that after the U.S. Navy receives all of the mine countermeasures ships and mine hunter ships

on order, it "should be able to clear the passage to a maximum of five ports." Again, Commodore Cockfield takes exception.

"What Moore did not take into serious consideration was our helicopters and the

Craft of Opportunity Program. We intend to cover many more than five ports. He took a pessimistic view and underestimated what our programs will get for us."

Chief of Naval Operations, Admiral James D. Watkins, said, "For too many years, mine warfare and mine countermeasures did not receive our full attention. Witness the fact that our newest class of mine countermeasures ship is of 1950s vintage. Our neglect caused us to grow weak in an area where once we were strong." Commodore Cockfield said the CNO was calling attention to an area that needed solid improvement.

"That refers to where we stood in about 1980 when we did not have a balanced building program and were relying on our small number of oceangoing minesweepers, minesweeping boats and helicopters. You now see very good mine warfare programs coming along that will enable us to be most effective."

Rear Admiral Horne said, "There is a renaissance of mine warfare in the U.S. Navy." But what is this renaissance?

"He meant that we have gone from a neglected warfare discipline to a warfare community that is getting new assets, new programs, and a greater recognition by the Navy of the importance of mine warfare," said Commodore Cockfield.

Mine warfare may be back on course, but there are hurdles ahead. Commodore Cockfield looks into the future and sees how important it is that the momentum not stop.

"The mining in the Red Sea showed how difficult it is to counter mines. There is a recognition that mine warfare will not go away and that the enemy will continue to pose this threat. In this world of modern technology, it is clear that the threat of mine warfare is increasing. The micro-chip mini-computers give those who wish to use mines a considerable advantage. You can create sophisticated mines that are difficult to counter. The mining threat and the use of mines will become more essential and more critical to our fighting

Clockwise from top: Reusable dummy mines used for minesweeping training. A minesweeper returns to Charleston, S.C., harbor. A seaman rests after reeling out a "magtail" used to detonate magnetically actuated mines. An engineman at the helm.



Minesweeping

ability. There is a great potential for Third World countries to use mines during peacetime, in brush wars or in conflicts such as we are seeing between Iraq and Iran. Our actions in the Red Sea proved to the world we could quickly respond to the request of foreign countries to remove mines from their waters. Because mines are relatively cheap weapons that pose an actual as well as a psychological threat, I predict we will see greater use of mine warfare—and we will need greater capability to counter that threat.”

The Major Mine Warfare Commands

Commander, Mine Warfare Command is the principal mine warfare adviser to the chief of naval operations; the commanders-in-chief of the Atlantic and Pacific fleets; commander-in-chief, U.S. Naval Forces, Europe; and Supreme Al-

lied Commander, Atlantic, for mine warfare. To keep abreast of the latest developments, Mine Warfare Command has two subordinate commands: Mobile Mine Assembly Group to maintain stockpiles of offensive and practice mines; and Mine Warfare Inspection Group to monitor fleet

readiness and recommend innovations in mine warfare.

Mobile Mine Assembly Group is the headquarters and administrative commander for 11 units and detachments around the world. Mobile Mine Assembly Group units and detachments assemble and



maintain service mines.

Mine Warfare Inspection Group conducts, or helps conduct, mine warfare readiness certification inspections on ships, aircraft, submarines, special warfare units, mine sites and other facilities that have mine warfare missions. The group is



staffed with people from surface, submarine, aviation, special warfare and mine communities.

Mine Group Two exercises administrative and operational control over surface and mine countermeasures assets on the Atlantic and Gulf coasts and **Mine Group One** in Seattle does this on the West Coast. Mine Group Two has three active duty and nine naval reserve force oceangoing minesweepers and several minesweeping boats. It provides trained mine countermeasures units; trains reservists assigned to naval reserve force minesweepers; and supports fleet and mine warfare exercises for training or peacetime fleet operations. Mine Division 125 is a subordinate command of Mine Group Two. It conducts minesweeping in shallow waters using the Navy's last seven minesweeping boats. Mine Group One has nine naval reserve force oceangoing minesweepers and conducts the same function as Mine Group Two.

Fleet and Mine Warfare Training Center, also located in Charleston and a subordinate command of Training Command, U.S. Atlantic Fleet, is the Navy's only "A" and "C" school for mine warfare, mine laying and mine countermeasures. The center offers mine warfare fa-

Giving and taking orders, passing information and knowledge, and maintaining and preparing equipment are important in minesweeping exercises.



miliarization, specialization and technical courses to disseminate mine warfare knowledge throughout the fleet.

Minesweeper Commanding Officers

The Navy will receive new mine countermeasures ships and minesweeper hunters to replace the 21 oceangoing minesweepers built during the 1950s. These old wooden-hulled ships have small, tightly knit crews that give new meaning to the phrases "team spirit" and "group effort." The ships and their crews—"iron men in wooden ships"—give skippers like Commander Donald Owen, former commanding officer of USS *Leader* (MSO 490) and presently chief staff officer of Mine Group Two; and Commander Mark Rogers, commanding officer of USS *Fearless* (MSO 442), something to boast about.

Rogers spent about nine years in the Navy before learning what minesweepers did for a living. "I now understand minesweepers, so when we start having fleet exercises, I might raise my hand and say, 'Let's start it out with five mines in the harbor,' and watch everybody hit the deck. People still think mines are old-fashioned, that they are not used anymore. That's wrong."

Owen said other ships don't have the same camaraderie and morale as a minesweeper. "The sailors are one-of-a-kind, and if they don't do their job, no one takes



Minesweeping

up the slack for them. They're conscientious and they know there's no room for slacking off."

"Everybody talks about the team concept," said Rogers. "Go to a 300-person destroyer or a 500-person cruiser and that's a team. But imagine a 52- or a 55-person team where everybody does his job and everybody stands watches and you're all in it together. *That's the team concept.* On a minesweeper you can feel it."

There's another thing you can feel on a minesweeper—the swells. "It's the element of survival," said Owen. "When

you get out there in some of those heavy seas, you feel as if it's really man against nature." Owen loves the wooden ships. "It's tremendous in that you rearrange things a lot easier. You can beautify and take pride in the wood."

Rogers agrees. "The more wood the better. We have wooden decks. We wood panel the spaces. We removed the tile and the carpet and replaced it with wood. And there's brass too. I've got so much brass that some has been painted over. If I had to polish all the brass on the ship, I'd need sailors just to shine it."

Now that these old ships are to be decommissioned, the officers are sorry to see them go. "That was one of the things that was so sad," said Owen. "There were so many beautiful objects aboard—craftsmanship items from 30 years ago that are now gone."

"That's right," said Rogers. "I hate to see the oceangoing minesweepers go, but they're 30 years old and we need the new mine countermeasures ships and the minesweeper hunters. The thing I like is the minesweeper hunters are going to be commanded by lieutenants. Young officers need opportunities to command early. If someone had taken me to sea on a small ship for an afternoon, I'd have given anything to get assigned to one."

"People sometimes avoid orders to oceangoing minesweepers. They say, 'Those are 30-year old wooden ships that are in the reserves.' But that's not the whole picture. An ensign fresh from college who becomes the chief engineer gets a lot of responsibility for a young person. Anything he does after that is going to be pretty easy."

"If I had known about oceangoing minesweepers when I was a junior officer," said Owen, "I would have requested one because you get more responsibility and you learn more. For an initial sea tour, it's marvelous. When you finish one tour on an oceangoing minesweeper, you really have a good seagoing, surface warfare background. With the *Avenger*-class mine countermeasures ship coming out, I still recommend it."

The officers say the minesweepers have camaraderie, high morale and give crew members lots of responsibility. Are their sailors equally enthusiastic?

"Retention on these ships is extremely good," said Owen. "I've had guys who shipped over just to remain aboard. One sailor used his *GUARD III* to stay on the ship."

Rogers agreed and added, "We need officers and enlisted people—active duty and reservists—to realize that minesweepers can be fun and great places to serve."



History of Naval Mines

No review of contemporary mine warfare would be complete without a look at

the history of mines. Today, mines are so sophisticated they can be pre-set to detonate when the first ship passes or after a certain number of ships of the proper size pass.

Mines can detect ships by their magnetic signature or the sound they make. Some mines can propel themselves for miles underwater to stop in enemy ports, and others can release a torpedo to attack a ship or submarine. Formidable modern mines are the descendants of humble ancestors.

David Bushnell, inventor of America's first submarine, was also the inventor of the first naval mine. Produced in 1776, the mine was a simple watertight wooden keg filled with gunpowder and hung from a float. In 1777, General George Washington authorized a number of these mines, then called torpedoes, set adrift in hopes of damaging a British fleet. Although the attempt failed, the naval mine later gained a reputation as one of the least expensive yet most effective offensive and defensive naval weapons.

The use of mines in naval warfare was

initially considered unethical, and for many years the sea mine was thought of as a "devilish device" used only by unchivalrous nations.

After Bushnell's first mines, Robert Fulton (of steamboat fame) designed several sea mines between 1797 and 1812 which he tried unsuccessfully to sell to France, Great Britain and the United States. Although many of his mines worked well, he never received much support. Mines were used with little or no consequence in several wars in Europe and Asia up to the 1850s.

Not until the Civil War were mines used effectively on a large scale. The Confederate Navy was inferior to the Union Navy, but the South sank 27 ships with mines while artillery fire sank only nine.

During World War I, the naval mine emerged as the Allies' primary weapon against German submarines. American and British forces planted more than 72,000 mines from the northern tip of Scotland to the southern tip of Norway, forming a deadly net to keep German U-boats from preying on allied ships.

In the years after World War I, the mine was nearly forgotten. The use of mines revived with the start of World War II. By the end of the war, the Navy was using contact mines and the more effective magnetic, acoustic and pressure mines.

Classic use of mines occurred in World War II during Operation Starvation. To cripple enemy shipping, the Navy planted more than 12,000 mines in Japanese shipping lanes and harbor approaches. They were so effective that 266 Japanese ships were sunk and all maritime activity was disrupted.

A new family of mines—"Destructors"—was used in 1967 during the Vietnam conflict. The destructors were simply general-purpose bombs with highly sophisticated electronic detonators.

Today's mines are effective against many different types of ships. Mines are becoming increasingly complex, but have features that make assembly, testing and storage easier and safer. □

—Story by JO1 Dale Hewey
Photos by PH2 Perry Thorsvik

Craft of Opportunity Program

A lack of mine countermeasures caused Mine Warfare Command to find ways to reduce the risk of enemy mining of our ports. One answer was the Craft of Opportunity Program.

The program takes confiscated fishing vessels, turns them into mine countermeasures ships and puts them in 22 ports along U.S. coasts.

Plans call for each ship to have four trained reservist crews during peacetime. In time of war or national emergency, three more boats for each port will be requisitioned, putting 88 boats and 88 crews in operation nationwide.

Crews will be made up of nine people, from craftmasters to sensor operators. In peacetime, COOP ships will survey and catalogue the ocean bottom to make identification of mines easier during wartime. The ships will be equipped with basic electronic equipment and side-scan sonar. Crews will use a forward-looking sonar

and remotely operated underwater vehicles to search for mines in the future.

COOP is an inexpensive naval mine-

sweeping force multiplier. If it proves to be an effective mine countermeasure, the program will be expanded.



Survey Ship Goes Mine Hunting

Harkness and 'Intense Look'

Story by Lt. Cmdr. R.W. Booker

Unexplained explosions damaged nearly a dozen ships and threatened to disrupt shipping traffic in the Suez Canal, the Gulf of Suez and the Red Sea last summer. Serious economic, political and military issues were at stake if terrorists' claims of mining were confirmed.

In July, USNS *Harkness* (T-AGS 32), one of the Navy's two coastal hydrographic survey vessels, became a mine hunter in the Suez area.

Harkness, operated by Military Sealift Command in cooperation with the Naval Oceanographic Office, Washington, D.C., had been working in the Gulf of Suez since

1983. It was conducting surveys from the harbor at Port Suez south to the Strait of Jubal to update oceanographic charts. After 10 months, the task was nearly complete, and *Harkness* was to be southbound to the Indian Ocean by mid-August.

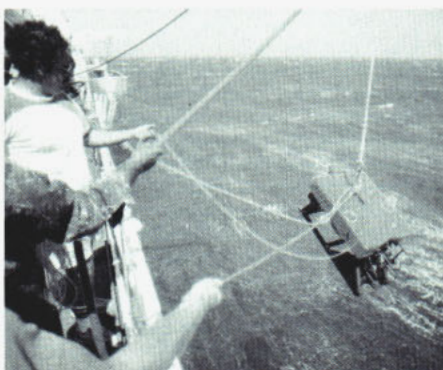
Harkness' master John Arens received orders July 30 to stop survey operations and seek safe anchorage 30 miles south of Port Suez. *Harkness* remained at anchor four days. The Egyptian and other governments assessed the situation, and a

mine countermeasure operation involving forces from Egypt, the United States, United Kingdom, France, Italy and the Netherlands began. For U.S. forces, the operation was called "Intense Look."

A special U.S. team was sent to Cairo to work with the Egyptian government and to investigate the extent of the danger. The team, led by Commodore Alvin Newman, U.S. Naval Forces Central Command,

Part of "Intense Look" minesweeping for USNS *Harkness* (T-AGS 32), opposite page, was loading equipment at Port Suez, Egypt, and searching the ocean bottom with a remote controlled underwater vehicle with television cameras, and side looking radar equipment.

Photos courtesy of the Military Sealift Command



Pearl Harbor, Hawaii, included three explosive ordnance disposal experts from Mine Warfare Command, Charleston, S.C.

The ship weighed anchor Aug. 3 for Port Suez to embark the ordnance disposal team and equipment, and side-scan sonar was installed aboard *Harkness*.

Harkness then set course for 90 miles south of Port Suez off Ras Shukhair, a port on the Egyptian side of the Gulf of Suez, where many of the explosions had been reported.

Oceanographic Unit Five embarked in *Harkness* Aug. 4 and deployed a three-station precision navigation system along the East and West Coasts of the Gulf of Suez. The unit fought 30- to 40-knot winds and 4- to 6-foot seas to set up short range transponder sites for precision navigation assistance to the survey ship. The sites were in bare base areas, and unit members camped in the desert.

By mid-afternoon Aug. 4, the 393-foot steel hull survey ship was ready to tow the side-scan sonar through the area thought to be mined.

None of the reported explosions had

sunk a ship; instead, the mines had caused dents and minor internal damage and were dubbed "denting" mines by the crew.

The master prepared his crew for operations. Members were briefed and cautioned to remain on upper decks. Drills were held, and the ship made its first "survey" line run.

Military sealift members manned the bridge, engine room, deck and galley. Oceanographic military and civilian personnel and the three explosive ordnance demolition experts manned the survey operations center, communications center and boats. Some of the unit's helicopter members from Helicopter Anti-Submarine Squadron Thrity Det. ALFA, Norfolk, Va., filled in for people assigned to shore sites by standing survey watches.

Harkness anchored at night so the crew could go below for rest. A broad survey of the area was made, and no explosions occurred. Progress was slow, but thoroughness was more important. The single screw ship with high freeboard battled high winds and heavy seas. Eventually, work went on around the clock.

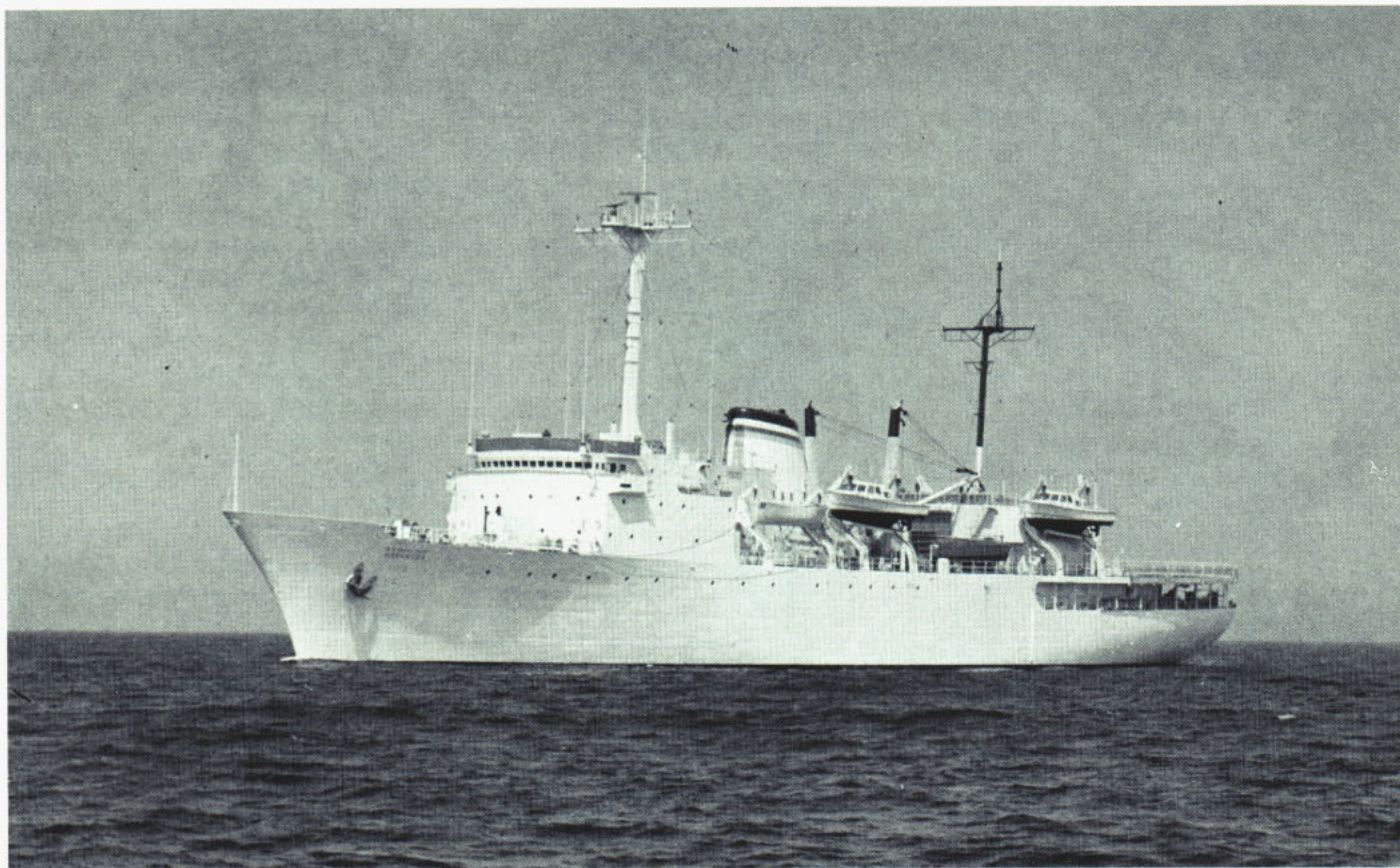
Several mine-like contacts were discovered by the end of the fifth day, and many were classified *highly probable*. Five members of the Explosive Ordnance Demolition Group Two Det., Sigonella, Sicily, boarded *Harkness* for diving operations with three divers from the Egyptian navy. The ship had to locate and mark the mine-like contacts with buoys and provide small boat support for the divers.

Explosive ordnance disposal divers were launched in a survey boat. No explosives were found.

Other mine countermeasure forces arrived. The British group was in Port Suez Aug. 14; USS *Shreveport* (LPD 12) made a night transit of the Suez Canal and made Ras Shukhair Aug. 16. *Shreveport* resupplied *Harkness*, and the survey ship steamed to Port Suez for fuel.

Harkness arrived at Aliyah naval base Aug. 17 where the Egyptian navy provided diesel fuel. Other supplies came from Cairo.

During the four-day stay in Aliyah, the oceanographic unit resupplied its navigation system sites in the area. The unit



also aided British forces berthed at the Egyptian base in calibrating and locating their transporter system.

Harkness rendezvoused with *Shreveport* at Ras Shukhair Aug. 22 to disembark and set up explosive ordnance disposal divers at a shore-based operation. The survey ship then set sail for Yanbu, Saudi Arabia, met with USS *LaSalle* (AGF 3) and transferred aboard a 12-man deep diving team from Explosive Ordnance Disposal Group Two, Det. 46, and 17 tons of equipment for transport back to Ras Shukhair. The mixed gas, deep diving team

checked mike-like contacts in 180-foot water depths.

After four days, the unit redeployed its transponder sites, and the ship began towing the side-scan sonar.

Because of poor diving conditions and water depths, four mine-like contacts could not be discounted as non-mine. *Scorpi*, a small remote-operated vehicle, arrived from the States Sept. 12 and was loaded aboard *Harkness*.

Scorpi and its five-man team investigated the final four contacts by television and sonar. All contacts were confirmed as

non-mine, and explosive ordnance demolition team members and remote-operated vehicle equipment were offloaded in Port Suez Sept. 17 and 18.

Harkness and Oceanographic Unit Five had gone mine hunting. The shipping lanes were secure, and the ship and unit returned to hydrographic survey operations. *Shreveport* headed north through the Suez Canal, and *Harkness* headed back to the Gulf of Suez. The mine hunt had taken 50 days. □

Lt. Cmdr. Booker is the commanding officer of Oceanographic Unit 5.

Harkness Aids in Hungarian Medevac

What should have been a quiet day of mine hunting in the Gulf of Suez for USNS *Harkness* (T-AGS 32) turned into an emergency medical evacuation Sept. 2.

A faint call for help was monitored on the survey ship's bridge that morning. The

Hungarian freighter *Radnoti*, 50 miles north of *Harkness*, reported a heart attack victim in critical condition on board.

Harkness' master, John Arens, suspended survey work and turned his ship north. The ship's SH-2 helicopter, already

overhead USS *Shreveport* (LPD 12), picked up a *Shreveport* medical officer and returned to *Harkness*. The Hungarian freighter turned south toward the survey ship's course.

The helicopter refueled aboard *Harkness* and flew the medical officer and a corpsman to *Radnoti*. The patient's condition was stabilized, and the medical officer recommended medevac. The patient and medical people were lifted 60 miles to *Shreveport*, where the patient was transferred to a larger CH-53 helicopter and flown to Cairo. In Cairo, a waiting ambulance took the sailor to a hospital, where he was later reported in stable condition.

While maneuvering alongside *Harkness*, *Radnoti* sounded three blasts and dipped her ensign in salute. *Harkness* returned the tradition of the sea.



USNS *Harkness'* (T-AGS 32) SH-2 helo hovers over Hungarian freighter *Radnoti* during a medical evacuation in the Gulf of Suez.



Restoring Great Lakes Naval Cemetery

Story and photos by JO2(SW) Dwayne Rider

The 79-year-old U.S. Naval Cemetery at Great Lakes Naval Hospital, Great Lakes, Ill., is being restored and beautified by more than 40 local organizations.

One community donated World War II-era lamps and benches. Damaged or defaced headstones are being replaced or restored, walkways regraveled, flowers planted, a visitors' garden added and surrounding grounds landscaped.

rounding grounds landscaped.

The renovations are scheduled to be completed by Memorial Day 1985, and families of the deceased will be invited to formal services and ceremonies re-dedicating the cemetery.

The cemetery is in its second location on the Great Lakes Naval Hospital grounds. The original cemetery began to erode in the winter of 1919, and the remains of 33 bodies, wrapped in sailcloth and enclosed in green pine caskets, were moved to a new location.

Joseph W. Gregg, the first recruit to enter the Great Lakes Training Station in

1911, was buried in the cemetery in 1966.

Nurse Alice Lea, the first Illinois resident to die in World War I was buried here in December 1918. She died in France of poisoning by blistering liquid mustard gas.

The cemetery accommodates 277 plots and 114 have been used. Active duty and retired Navy or Marine Corps members, and family members of interred servicemen, may be buried in the cemetery with approval by the hospital's commanding officer. □

JO2 Rider is assigned to the public affairs office, Naval Training Center, Great Lakes, Ill.



The Beginning Of A New Life

Story and photos by PH2 Alex Hicks

"Only the strong survive" would be an understatement when describing the processing and testing a Filipino national must undergo to enlist in the U.S. Navy. It is a demanding and highly competitive program that sifts through 30,000 applicants annually and accepts only 400.

The program, run by the Navy Recruiting Class "A" Station, Subic Bay, Republic of the Philippines, takes civilians like Manuel Galinato, from Urdaneta in the province of Pangasinan, and turns them into sailors. Galinato went through the program in 1983, and is now a machinist's mate fireman aboard the Seventh Fleet amphibious transport dock USS *Denver* (LPD 9).

Galinato likes the Navy. "My life as a sailor is better than my life as a civilian," he said. "The benefits and the pay are good. If I get married my family will also be better off. If I were a civilian, I would have to pay for these benefits."

Recruiting of Filipino nationals began in 1901, when President William McKinley signed an executive order allowing the Navy to enlist up to 500 Filipinos a year as part of the insular force. When the Philippines gained independence in 1946, the United States agreed to recruit Filipinos into the Navy for terms of four to six years. At first, Filipinos were recruited only as stewards, but beginning in 1971 they were allowed to enlist in any rating for which they were qualified.

A June 1984 survey showed nearly 21,000 Filipinos on active duty in the Navy. About 407 Filipinos have earned commissions as naval officers after becoming U.S. citizens.

The recruiting process is long and tedious. It starts with a news release submitted to the local media requesting applications. The application includes a

personal biography and photograph. For those accepted, the recruiting station mails out "call cards" requesting applicants to report to the station for testing.

Applicants usually wait two to three years to receive a call card. All applications received after the advertised period are rejected. The station receives more than

300 unsolicited applications every week.

The first test given to the applicants is the enlistment screening test, of 45 problems in simple arithmetic, English word knowledge and space perception.

Next comes an English language interview to assess the applicant's ability to express himself. Recruiter Chief Boatswain's Mate Jim Heitz said this is the most troublesome area for the applicants. "Most applicants fail at this stage because they don't have the English skills," he said.

If the applicant passes these steps, he is invited to take the armed services vocational aptitude test battery.



Top: HM2 Robb Pearson inspects a recruit the first day of "mini boot camp." **Right:** A new recruit has mixed feelings about his first Navy haircut. **Far right:** If one recruit fails, all must pay the price for teamwork.



Failing any phase of testing disqualifies an applicant until the next period that applications are accepted. An applicant has three chances to enter the Navy under most situations.

The physical examination is one of the last obstacles for a prospective recruit. If an applicant passes, he is tentatively qualified for enlistment.

One week before the applicant's enlistment date, he is given a final English language interview. Failures are rare this far into the program.

"When I talk to an applicant, I look for good English skills, and for a positive, straightforward attitude," said recruiter Navy Counselor First Class Jim Castleberry. "He must be a well-rounded individual, because one day one of these men might have to work for me, or I might have to work for him."

"We go through an enormous volume of processing compared to the normal stateside station, that may handle 50 to 60 applications each month," said Senior Chief Navy Counselor Calvin Lane. "We handle about 2,000 per month."

Immediately after enlisting, the new re-

cruits attend a four day "mini-boot camp" conducted by the recruiting staff to prepare for basic training in San Diego.

By the time Filipinos leave mini boot camp, they have a clear picture of what is expected of them in real boot camp.

One of the recruits was Daniel Mora from Tayabas, a small town in Quezon Province. Mora studied civil engineering at The University of Santo Tomas in Manila before enlisting.

"It took almost two years for me to get this far after I received my call card. But I know it is worth it because of the benefits and training I will get in the Navy," he said.

Mora said the major reason he made it this far was he studied English for 12 years. "The hardest thing I will have to adjust to will be American ways. I am proud to have made it this far. I still have a long

way to go," he said.

The end result of the Filipino recruiting program is the high quality of sailors like Senior Chief Electrician's Mate Nathaniel Mantaring aboard the *Denver*.

Mantaring is from Pasay city, Rizal province. He said that he came into the Navy in 1966 because the jobs were scarce in his city. "I felt that it was the best way to make something of myself," Mantaring said.

Mantaring takes his role as a leader seriously. He tells the 35 men in his shop that if you work hard things will happen for you in the Navy. "You have to be like a thoroughbred horse, work hard and you will make it in the Navy," he said. □

PH2 Hicks is assigned to the Seventh Fleet Public Affairs Representative, Subic Bay, Republic of the Philippines.



Virginia-class Cruisers

Provide Anti-aircraft Support

Story by Ensign Frank A. Merriman

Virginia-class cruisers, slicing through the seas at more than 30 knots, are potent, nuclear-powered guided missile ships capable of engaging hostile forces above, on or below the water.

The four ships in this class are an important part of the Navy's complement of

31 guided missile ships primarily oriented toward anti-aircraft warfare. They also are the first post World War II cruisers with full hangers.

Improved anti-aircraft capability, electronic warfare equipment and anti-submarine fire control are the key features of

the *Virginia* class. They operate independently or with nuclear or conventionally powered strike forces on the offense and defend these forces and other ships, too.

Ships in this class, in addition to the USS *Virginia* (CGN 38), are USS *Texas*



(CGN 39), USS *Mississippi* (CGN 40) and USS *Arkansas* (CGN 41). Nuclear reactors on the ship make steam for two sets of geared turbines and propellers for ship's power.

Virginia-class ships are 585 feet long, 63 feet wide, have a navigational draft of 30.5 feet and displace 10,500 tons fully loaded. They have a crew of 35 officers and 438 enlisted people. "Virginians" make maximum use of automation and labor-saving devices. Each ship has a fully equipped gym, photo lab, library and soda fountain.

These ships have a lean and hungry look, compared with older cruisers bristling with weaponry of all sizes, yet their firepower far surpasses older sister ships.

Virginia-class Cruisers (CGN)

Name	Number	Laid down	Launched	Commissioned
<i>Virginia</i>	CGN 38	19 Aug. 72	14 Dec. 74	11 Sept. 76
<i>Texas</i>	CGN 39	18 Aug. 73	9 Aug. 75	10 Sept. 77
<i>Mississippi</i>	CGN 40	22 Feb. 75	31 Jul. 76	5 Aug. 78
<i>Arkansas</i>	CGN 41	17 Jan. 77	21 Oct. 78	18 Oct. 80

The cruiser has two multipurpose, dual arm guided missile launching systems fore and aft with anti-submarine rockets; *Harpoon* missiles in two quad launchers; two 5 inch, 54 caliber lightweight gun mounts; and two trainable three barrel torpedo launchers port and starboard.

Virginia-class ships originally had a single surface-to-air missile launcher, but in 1969, they were provided two MK 26 launchers firing the standard medium range surface-to-air missile and the anti-submarine rocket anti-submarine missile. Each launcher is fitted with a mixed standard and anti-submarine rocket magazine.

Each cruiser has a specially designed hanger for two light airborne multipurpose system helicopters underneath the fantail flight deck with a telescoping hatch cover and an electromechanical elevator to carry helicopters between the main deck and hanger.

The speed, nuclear propulsion, firepower, armament and endurance give *Virginia*-class cruisers the versatility and ability to meet any threat from any direction, assuring their place as a valuable naval asset for years to come. □

Ensign Merriman is assigned to the NR OI Det 518, St. Louis.



Bearings

California Honors Navy

Surf and sunshine are not California's only contribution to Navy commands. People are an integral part of the West, and California recently recognized the Navy as its Employer of the Year for outstanding achievement in hiring the handicapped and disabled.

The statewide award program allows each of the California State Rehabilitation Department's 19 districts to nominate employers in their area who best exemplified a willingness to hire qualified handicapped people. Navy commands in San Diego, Concord and Long Beach hired 121 people.

San Diego commands honored were: NAS Miramar; Navy Public Works Center; Naval Training Center; Naval Person-

nel Research and Development Center; Naval Ocean Systems Center; Naval Hospital; NAS North Island; Naval Supply Center; Supervisor of Shipbuilding, Conversion and Repair, USN; Naval Electronics Systems Engineering Center; Navy Resale and Services Support Office, field support office; Naval Submarine Base; Fleet Combat Direction System Support Activity; Naval Air Rework Facility, NAS North Island; and the Marine Corps Base, Camp Pendleton.

Separate awards were presented to naval activities in Long Beach, including Naval Shipyard, Naval Station supply detachment, Naval Station Consolidated Civilian Personnel Office, Naval Hospital, and Naval Weapons Station Seal Beach. ■

Officers Study Abroad

Three Navy lieutenants have been awarded two-year scholarships by the George Olmsted Foundation to study abroad.

Lieutenant Peter A. S. Johnstone, office of the Chief of Information, Washington, D.C., will study at the University of Montpellier, France.

Lieutenant Stephen A. Larocque, Naval Security Group Command, Washington, D.C., will attend the University of Stuttgart in West Germany.

Lieutenant Horace M. Leavitt, USS *Salt Lake City* (SSN 716) out of Norfolk, Va., will study at Javier Pontificia University, Bogota, Colombia. ■

Fitness Program at CBC

Since toughening physical standards, the Navy has begun several programs that are achieving readiness through physical fitness. Results from the Naval Construction Battalion Center, Port Hueneme, Calif., indicate that one 4-year-old program is changing the way Navy people look at fitness.

The program is called "Can Do Fitness for Life," and gets its name from the Seabee motto, "Can Do."

Can Do Fitness for Life is a self-motivated, self-directed conditioning program. It allows participants to combine activities that fit their lifestyles to achieve personal fitness goals.

Participants in the program at the center keep an activities record and earn credit for time spent exercising. For example, one credit point is awarded for swimming one-quarter mile, for exercising or weight training one hour or for jogging one mile. Awards are presented for reaching 200, 500, 1,000, 2,000 and 5,000 points.

Participants claim the program's built-in incentive and motivation helps them build lifetime conditioning habits.

Hospital Corpsman First Class Rodney Stricker shed 94 pounds through the pro-



Lt.j.g. Chet Thompson of the Civil Engineer Corps Officers School, Port Hueneme, Calif., ran more than 1,000 miles to earn the sweat suit he's jogging in as part of the "Can Do Fitness for Life" program. Photo by PH3 Bernie Hamel, NCBC, Port Hueneme, Calif.

gram after Chief Hospital Corpsman Don Harder suggested the Can Do Fitness for Life program to him.

"This can do it for you," said Harder. "Because the program is ongoing, there is always another goal in sight once an initial milestone is reached."

The program began in 1980 when the center's athletic department members Doug Nelson and Mike Jones recognized a need for an alternative to the intramural program. Can Do Fitness for Life evolved from a need for positive reinforcement for those who exercised and a means to keep track of their progress. With the help of the Navy's increased emphasis on physical fitness, the program initiated by Nelson and Jones gained momentum.

"We're looking to involve people in a regular exercise routine they can follow for the rest of their lives," said center athletic director Ken Corney.

The Can Do Fitness for Life program offers new hope to the individual who has never succeeded at a regular conditioning program while also providing extra incentive to physically fit people. ■

First Woman ABC

Twenty-eight year old Vivian R.L. Erb, from Brookings, Ore., has been selected the first active duty woman chief aviation boatswain's mate.

Erb, who works in the operations transient division at Naval Air Station Moffett Field, Calif., was one of 28 aviation boatswain's mates selected for promotion by the 1983 chief's board.

"I knew what I wanted and I knew I

would perform my job well," she said.

Hard work is nothing new to the 5-foot-5-inch "farm girl."

"I worked hard hitching heavy power equipment to tractors, operating power supply equipment, fueling aircraft, taxi signaling aircraft, inspecting gear and my favorite job—moving aircraft with a tractor tow.

"I'm happy with the decision that I made nine years ago to pursue my Navy career as an AB," she said. ■



Last Plank Owner

Seven years to the day after reporting aboard, Chief Boatswain's Mate Richard A. Baxter departed as the last plankowner of the USS *Saipan* (LHA 2).

Baxter was a third class petty officer in 1977 when he became a member of the ship's commissioning crew. During his time aboard, he made two Mediterranean

cruises, three Caribbean cruises, participated in three NATO exercises and Operation Urgent Fury in Grenada.

After seven years, Baxter is looking forward to the challenge of a new duty station, but said he leaves much of himself behind. "When the 'Saipan' sticker was scraped off my I.D. card, it finally hit me: I wasn't a member of the crew any more." ■

Mayport's PACE

The Program for Afloat College Education is growing at Naval Station, Mayport, Fla. During fiscal year 1984, 223 PACE courses were conducted, an increase of 110 classes over the previous year.

USS *Saratoga* (CV 60) conducted the

most PACE classes: 28 academic and 27 vocational/technical classes. Most *Saratoga* crew members took classes in English, mathematics and photography.

Other Mayport ships participating in the PACE program are USS *Yosemite* (AD 19), USS *Luce* (DDG 38), USS *Stephen W. Groves* (FFG 29), USS *Vreeland* (FF 1068), and USS *Boone* (FFG 28). ■



Senior Olympics at NTTC Meridian

Twenty-three students from the Naval Technical Training Center, Meridian, Miss., recently helped several nursing homes run the community's first senior citizens' olympics.

The event, at Meridian's Highland Park, improved communication between the elderly and the young, recreation directors said. Community volunteers and sailors helped with such "olympic" events as wheelchair races, softball, frisbee-throwing contests and horseshoes.

Many participants were in their 90s and one lady was 102. In openings ceremonies, Navy students sang "America the Beautiful," and the nursing home residents paraded the grounds displaying homemade banners. ■

"Dixie Doers" Named Best

Reserve Naval Mobile Construction Battalion 24, nicknamed the "Dixie Doers," was selected "best of type" from among 17 reserve Seabee battalions nationwide.

Vice Admiral Thomas J. Hughes, deputy chief of naval operations for logistics, presented the battalion with the Rear Admiral John R. Perry Award for its "demonstrated mobilization readiness." ■

Bearings

Indy Family Dental Day

Dentists and technicians aboard the Norfolk-based carrier USS *Independence* (CV 62) opened Sewells Point Naval Dental Clinic to dependents one Saturday in September and conducted free dental exams for "Indy" families.

Dental Day was suggested by the ship's dental officer, Commander Jeffrey Vinton, in response to crew members' questions about their families' dental health.

"Crew members frequently ask me about dental care for their families," said Vinton. "I thought it would be great to give them an examination and some advice on dental care."

After routine examinations and fluoride treatments, patients were taught proper oral hygiene and were advised about local dental services and sources for financial assistance. Professional cleaning, X-rays, fillings and routine extractions are not authorized for dependents at government expense.

Dental officers from the Naval Reserve Dental Clinic 106, Norfolk, Va., helped with *Indy's* Dental Day. ■

NARF Cherry Point Management Award

The Naval Air Rework Facility, Cherry Point, N.C., won the first Chief of Naval Material Management Effectiveness Award for managerial excellence in 1983.

The award recognizes excellence in cost control, responsiveness to fleet needs, resource management, quality and management practices within the organizations.

The award will be presented annually to the most outstanding naval shipyards, air systems command activities, supply systems command activities, weapons stations, public works centers, and chief of naval material research and development centers. ■

Oldendorf Moves to Japan

USS *Oldendorf* (DD 972) is the most recent ship to deploy with the Seventh Fleet in Yokosuka, Japan. During a ceremony attended by American and Japanese dignitaries, *Oldendorf* crew members were welcomed by a band, balloons, flower girls and speeches.

Oldendorf joined the Seventh Fleet as part of the Navy's Overseas Family Residency Program. The program accomplishes two goals: increased fleet readiness and improved morale. Having units continuously assigned to the western Pacific also means added fleet flexibility and responsiveness.

Ships operating under the program are away from port for shorter periods than

West Coast ships deployed to the western Pacific and Indian Ocean, but they spend the same time at sea. Since families can accompany sailors to overseas duty stations, separation periods are reduced and morale is improved.

Among the dignitaries present to welcome *Oldendorf* to Yokosuka were Rear Admiral Gerald MacKay, Commander, U.S. Naval Forces, Japan; Vice Admiral Shuichiro Higashiyama, Chief of Staff of the Commander in Chief, Self-defense Fleet; and Mr. Yuzo Inoue, deputy president, Japan-America Society of Yokosuka. ■

—By Kathleen Cook, Fleet Activities, Yokosuka, Japan

1985 Medical Professionals Workshop

The 27th Navy Occupational and Environmental Health Workshop for medical professionals will be conducted March 2-8, 1985, at the Pavilion Towers Hotel, Virginia Beach, Va.

For reservations, contact Dianne Best, Navy Environmental Health Center, Naval Station, Norfolk, Va. 23511; telephone commercial (804) 444-4657; Autovon 564-4657; or FTS 954-4657. ■

Seaman Earns U.S. Citizenship

Voting in the presidential election had special meaning for Yeoman Seaman Marcia Figueroa, a native of Honduras who works at the Mine Warfare Command in Charleston, S.C.

The 21-year-old Figueroa became a U.S. citizen last October, and the first thing she did was register to vote.

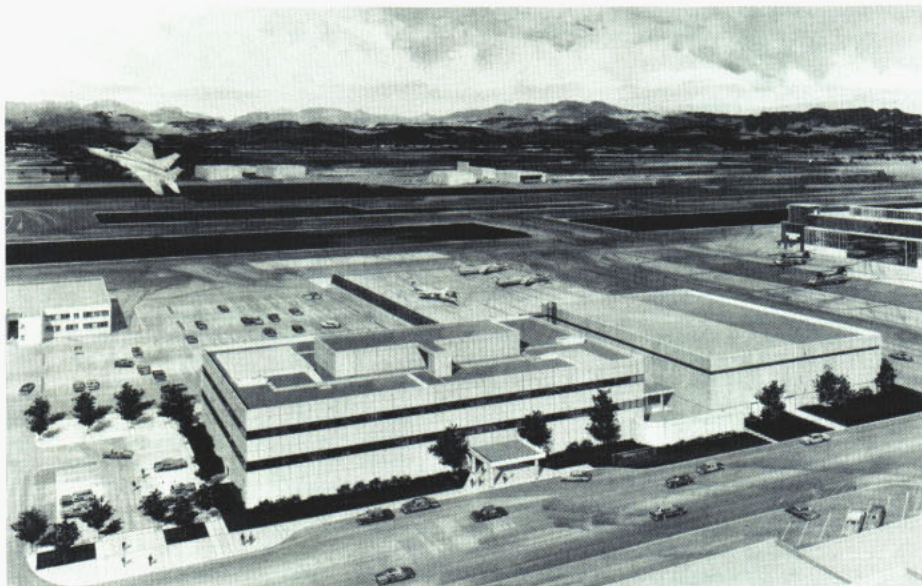
"I've always thought of myself as an American, but deep down inside I knew I really wasn't without the certificate of naturalization," said Figueroa, who works in the command's administration department. "I'm glad I can vote now," she said.

Figueroa immigrated to Miami in 1974 with her mother and 6-year-old brother. She graduated from North Miami Senior High School in 1981. With legal status as

a registered alien, she joined the Navy and attended basic and apprentice training in Orlando, Fla., then firefighting school in Norfolk, Va.

Figueroa went to sea aboard the destroyer tender USS *Puget Sound* (AD 38) homeported in Gaeta, Italy. She applied for citizenship while on the ship but couldn't attend required interviews at a U.S. immigration and naturalization office. While at sea, she studied the U.S. Constitution, Declaration of Independence, the government, politics, and current issues in Congress.

When she received orders to Charleston in March 1984, she attended the interviews, had the paperwork completed, and was granted citizenship. ■



Point Mugu's new electronic warfare complex is scheduled for completion in June 1986 at the Pacific Missile Test Center, Point Mugu, Calif. The \$13 million electronic warfare laboratory and hangar complex will replace the present facility in building 35, the warfare community's home for the past 26 years. The new three-story building will cover more than six acres and provide 79,250 square feet for the lab and 22,300 square feet for the aircraft hangar. The hangar will accommodate A-3, A-7, EA-6B, and A-3 replacement aircraft. Ground-breaking ceremonies were held in January. ■

First Enlisted Academy Director

Master Chief Fire Control Technician Terrance L. Shook will be the first enlisted director of the Senior Enlisted Academy at the Naval Education and Training Center, Newport, R.I.

Shook, command master chief aboard the guided missile destroyer USS *Lynde McCormick* (DDG 8), will attend the March 1985 academy class and become the school's director in May. He was appointed by a selection board, convened by the Naval Military Personnel Command, at the request of the chief of naval operations and force master chiefs who sought an enlisted academy director.

The academy was established in 1981 to give senior enlisted people the opportunity to broaden their education, and prepare for future leadership roles and higher managerial responsibilities. The nine-week curriculum includes instruction in lead-

ership and management techniques, communications skill, national security affairs, Navy programs and physical readiness.

Shook, 38, from Wellsburg, W.Va., is a West Coast sailor with more than 13 years of sea duty. He served aboard the nuclear guided missile cruiser USS *Long Beach* (CGN 9), the guided missile cruiser USS *Chicago* (CG 11) for two tours, and now the *Lynde McCormick*. Other assignments include instructor duty at Service School Command, Naval Training Center, San Diego; and independent duty as head of the Sea Chaparral Program, Ship Repair Facility, Subic Bay, Republic of the Philippines.

Since joining the Navy in 1983, Shook has earned associate, bachelor and master degrees, with emphasis in data processing business administration and computer science. ■

Leadership Awards

Commander Frank L. Yusi, former commanding officer of USS *Miller* (FF 1091), who represented the Atlantic Fleet, and Commander Edward K. Kristensen, commanding officer of USS *Waddell* (DDG 24) of the Pacific Fleet, have received the 1984 Vice Admiral Stockdale Award for Inspirational Leadership.

The award is presented annually to two commissioned officers below the rank of captain, who command a surface ship, submarine or aviation squadron at the time of nomination. Candidates are nominated by their peers who also must be eligible for the award.

The award was named after retired Vice Admiral James B. Stockdale who, earned the Medal of Honor for his courage while a prisoner of war in Vietnam. Stockdale was president of both the Naval War College, Newport, R.I., and, after he retired, of The Citadel, The Military College of South Carolina. ■

San Jose Paints Thai School

After three months in the Indian Ocean, most crew members aboard the combat stores ship USS *San Jose* (AFS 7) hit the beach during the ship's recent R & R visit to Thailand.

But 11 crewmen volunteered their first day in port to help renovate a deteriorating elementary school.

Crew members, from storekeepers to operations specialists, were bused through the jungle to a town just outside of Phuket. It took only one day to cover the school with three coats of white paint. More than 100 pupils helped.

The Thai townspeople rewarded the sailors with a traditional Thai lunch of chicken curry, exotic fruits and a special blend of rice, eggs and vegetables, cooked right in the classroom.

San Jose is homeported in Agana, Guam, Mariana Islands. ■

—By JOSH Larry Foos, USS *San Jose* (AFS 7)

Mail Buoy

MCPON Black's Hat Device

The November 1984 issue of All Hands carried an article titled, "Through Veterans' Eyes," showing a portrait of former Master Chief Petty Officer of the Navy Delbert D. Black wearing a hat device without the required two stars.

The photo of MCPON Black is circa 1967. He was in proper uniform at that time.

BUPERS Notice 1020 of Jan. 14, 1969, required senior and master chief petty officers to wear the one-star and two-star hat devices. This notice was later incorporated into Navy uniform regulations.

—The Editor

Reunions

• **USS Arided (AK 73)**—Reunion being planned for World War II members. Contact Richard Baker, 1002 Catherine Ave., Kinston, N.C. 28501.

• **USS Cournty (DE 1021) from 1956-60**—Reunion being planned. Contact Kenneth R. Rich, 12 Harvey Road, Middletown, R.I. 02840; telephone (400) 847-1743.

• **LST 509 from 1950-55**—Reunion being planned. Contact Kenneth R. Rich, 12 Harvey Rd., Middletown, R.I. 02840; telephone (400) 847-1743.

• **USS AFD 5 from 1943-46**—Reunion being planned. Contact Thomas J. Eidem, 3211 Aquila Lane, St. Louis Park, Minn. 55426.

• **USS Hansford (APA 106) World War II**—Reunion being planned. Contact Billy W. Barnett, 1746 Trenton Ave., Bremerton, Wash. 98310; telephone (206) 377-4107.

• **USS Pringle (DD 477)**—Reunion being planned for World War II crew members. Contact William L. Herman, 1427 Woodbridge Road, Baltimore, Md. 21228.

• **Banana Fleet Marines**—Reunion being planned, Fort Walton Beach, Fla. Contact Hank Thalgott, P.O. Box 95, Oxford, Fla. 32684; telephone (904) 784-2587.

• **USS Chevalier (DD 451)**—Reunion being planned. Contact Kurt W. Bocian, 24853 96th Ave., S. #1, Kent, Wash. 98031-4869; telephone (206) 854-5190.

• **USS Wharton (AP 7)**—Reunion March 13-17, 1985, Orlando, Fla. Contact George

Howlett, 110 Central Ave., Malden, Mass. 02148; telephone (617) 324-6121.

• **USS Alabama (BB 60)**—Reunion April 11-14, 1985, Mobile, Ala. Contact John R. Brown, P.O. Box 501, Keller, Texas 76248; telephone (817) 431-2424.

• **Naval Armed Guard Vets, World War II**—Reunion April 24-27, 1985. Contact Leonard W. Carlson, 5894 No. St. Albans, Shoreview, Minn. 55112.

• **USS Little (DD 803), (DD 79), (APD 4)**—Reunion May 3-5, 1985, Boston. Contact Franklyn A. Whall, 53 S. Fairview St., Roslindale, Mass. 02131; telephone (617) 325-6654.

• **USS Trenton (CL 11)**—Reunion May 7-9, 1985, Gatlinburg, Tenn. Contact T.C. Thompson, Route 1, Box 53, Louisville, Tenn. 37777; telephone (615) 984-8338.

• **USS Haven (AH 12)**—Reunion May 9-11, 1985, Reno, Nev. Contact Joe Messina, CWO, USN, (Ret.), 1680 Oak Vista Ave., Chico, Calif. 95926; telephone (916) 343-6105.

• **USS Lexington (CV 2)**—Reunion May 15-16, 1985, Nashville, Tenn. Contact Walt Kasner, 466 Ivy Glen Drive, Mira Loma, Calif. 91752.

• **USS Ticonderoga (CV-CVA-CVS 14), (CG 47)**—Reunion May 16-19, Annapolis, Md. Contact John R. Austin, 2087 Major Road, Mommouth Junction, N.J. 08852.

• **USS Columbia (CL 56)**—Reunion May 30-June 1, 1985, St. Louis. Contact Joe Rice, 5604 Plata St., Clinton, Md. 20735; telephone (301) 868-1260.

• **USS Zeilin (APA 3)**—Reunion May 31-June 2, 1985, San Diego. Contact Thomas A. Hoffman, 35444 Avenue H, Yucaipa, Calif. 92399; telephone (714) 795-5318.

• **USS Minneapolis (CA 36)**—Reunion June 1985, Minneapolis. Contact Donald J. Bovill, 2804 Gene Lane, Arlington, Texas 76010.

• **USS Salisbury Sound (AV 13)**—Reunion June 1985, Reno, Nev. Contact Don Wade, 560 Campbell Hill, Marietta, Ga. 30060; telephone (404) 422-7369.

• **Navy Air Group 153-15 Squadron Officers 1945-49**—Reunion June 6-9, 1985, Pensacola, Fla. Contact Al Rappuhn, 10920 Manatee Drive, Pensacola, Fla. 32507; telephone (904) 492-1829.

• **USS Aulick (DD 569)**—Reunion June 13-16, 1985, Pittsburgh. Contact Robert Cleary, 107 Clubside Drive, McMurray, Pa. 15317.

• **USS Remus (ARL 40), (LST 453)**—Re-

union June 28-30, 1985, St. Louis. Contact Buford Battle, P.O. Box 53, Dahlonge, Ga. 30533; telephone (404) 864-7102.

• **"Fighting" 4th Marine Division**—Reunion July 3-6, 1985, Seattle. Contact Fred M. Thaut, 810 5th St., Snohomish, Wash. 98290; telephone (206) 568-5465.

• **USS South Dakota (BB 57)**—Reunion July 4-7, 1985, Sioux Falls, S.D. Contact Ray Kanoff, 1210 N. 12th St., Norfolk, Neb. 68701; telephone (402) 371-0242.

• **USS McDermut (DD 677)**—Reunion July 12-14, 1985, Philadelphia. Contact John Dinger, 911 Temple Drive, Raleigh, N.C. 27609; telephone (919) 787-8390.

• **USS Peterson (DE 152)**—Reunion July 12-14, 1985, Indianapolis. Contact Russell A. Jensen, 1324 Stanley Road, Plainfield, Ind. 46168; telephone (317) 839-2809.

• **USS West Point (AP 23) World War II**—Reunion July 18-20, 1985, Charleston, S.C. Contact John E. Daniel, 3728 S. Fuller, Independence, Mo. 64052; telephone (816) 252-3822.

• **USS Belle Grove (LSD 2)**—Reunion July 19-20, 1985, Milwaukee. Contact Joe W. Bledsoe, 194 Pinegrove Drive, Bellbrook, Ohio 45305; telephone (513) 848-2855.

• **USS Chantelaur (AV 10)**—Reunion July 31-Aug. 3, 1985, San Antonio, Texas. Contact Mrs. Kenneth E. Boyd, Route 4, Box 145, Culpeper, Va. 22701; telephone (703) 854-5076.

• **USS Mansfield (DD 728)**—Reunion Aug. 1-3, 1985, Greenville, N.C. Contact Charlie Seamester, 104 Lisa Lane, Greenville, N.C. 27834; telephone (919) 758-7352.

• **USS Merrill (DE 392)**—Reunion Aug. 5-9, 1985, Orlando, Fla. Contact USS Merrill Reunion Assoc., P.O. Box 681, Enka, N.C. 28728.

• **USS Cotten (DD 669)**—Reunion Aug. 8-11, World War II and Korea crew members, Nashville, Tenn. Contact Walter Shollmier, 1828 Parnassus, Memphis, Tenn. 38108.

• **USS Kimberly (DD 521)**—Reunion September 1985, Chicago. Contact Arthur C. Forster, 2312 Nela Ave., Orlando, Fla. 32809; telephone (305) 855-5625.

• **USS Dixie (AD 14)**—Reunion September 1985, former crew members. Contact James Thatcher, 2185 Ingrid Ave., San Diego, Calif.; telephone (619) 424-6591.

• **Naval Cryptologic Veterans Association**—Reunion Sept. 1-2, 1985, Baltimore. Contact Bud Simpson, 16103 Roblynn Court, Laurel, Md. 20707.

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Ship Model Curator at USNA

Story by JO2 Paul Brawley, USNA,
Annapolis, Md.

Photo by Dave Eckard, USNA

Maintaining a fleet of 225 ship models is a tall order, especially when some of them are more than 300 years old.

The caretaker must have the skilled hands of a surgeon, the patience of Job, and vast knowledge of maritime history and ship construction.

The United States Naval Academy Museum has such a person in Robert F. Sumrall, ship model curator. He joined the museum staff in November 1971, after spending the summer in Annapolis, Md., illustrating a book for the Naval Institute Press.

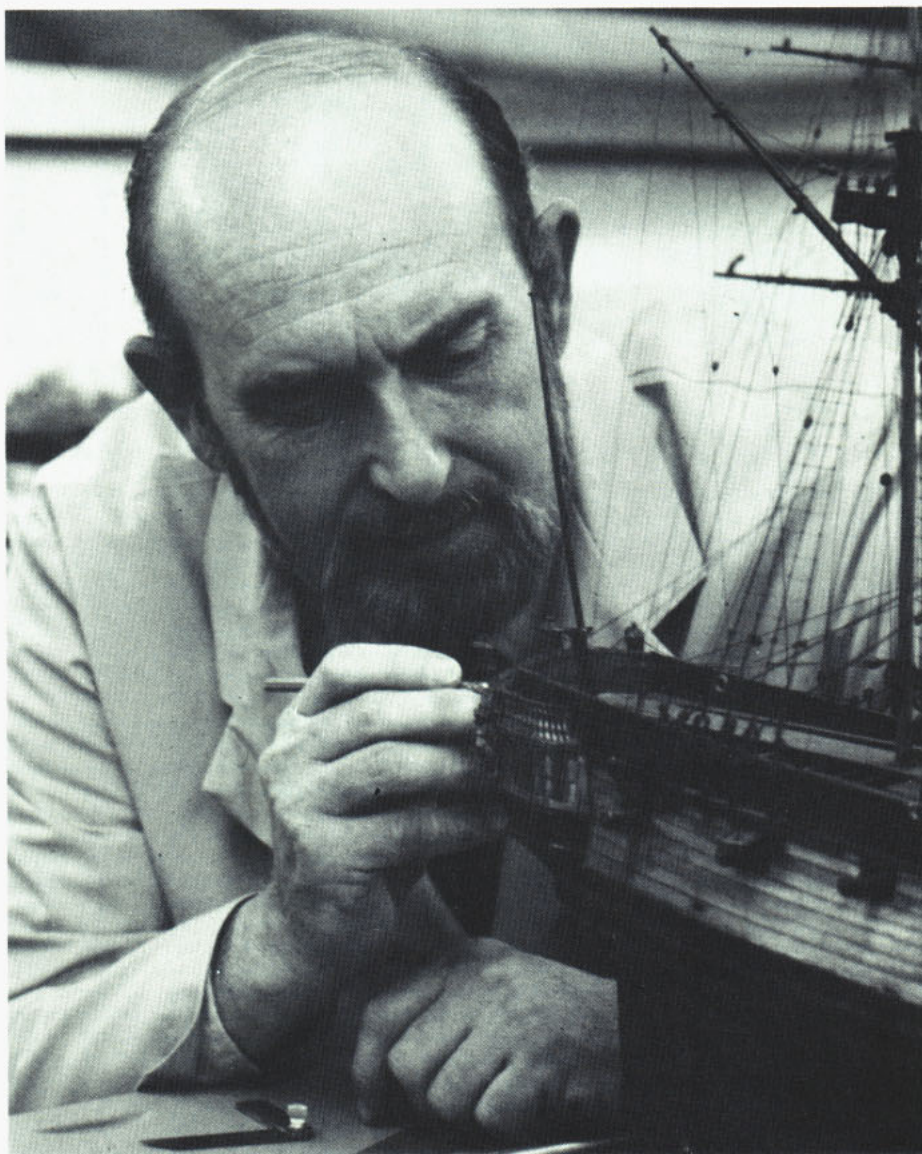
"It was a case of being at the right place at the right time with the right qualifications," he said.

Sumrall, a chief hull technician in the Naval Reserve, began building ship models when he was 6. In college, he studied mechanical engineering, naval architecture, marine engineering and history. He also has written several articles and illustrated numerous maritime-related publications.

The academy museum has one of the foremost collections of ship models in the world, ranging from row boats a few inches long to "steel navy" ships well over 6 feet. Their methods of construction vary from solid wood carved hulls to plank-on-frame, where the hull is built up from the keel with individual frames and planking. There also are a number of fine bone models, which tradition says were made from beef bones saved from rations by French sailors imprisoned by the British during the Napoleonic era.

The Colonel Henry Huddlestone Rogers Collection, consisting of 108 models and 72 cases, contains the largest collection of admiralty models in the world outside of the National Maritime Museum in Greenwich, England. The admiralty models are originals made to scale in the Royal dockyard and were constructed to show and study the design of an important vessel about to be built.

While thousands of tourists annually view the artifacts on display in the museum's galleries, Sumrall works in a three-room basement office repairing and re-



storing models and preparing models for future exhibits. He usually works on models as they are needed for displays. Some require a simple repair taking an hour or so; others take much longer. He usually works on two or three models at once, going from one to another to allow parts to dry.

"It sounds easy, but it can be very complicated because ship models vary in construction, age and nationality," he said. "The repair must blend in with the natural appearance of the model."

Sumrall's job also entails careful research and a good deal of paperwork. He

orders his own modeling supplies and responds to more than 200 inquiries annually from people all over the world requesting plans, photos and other ship-related information.

After a day at work, Bob goes home and unwinds—by working on a ship model. "My wife is an artist, so there is a lot of understanding between us," he said. "She has helped me paint some models, and I've been known to stretch a canvas or two for her."

Bob would like to remain on the job until retirement. What would he do then? Make ship models, of course. □



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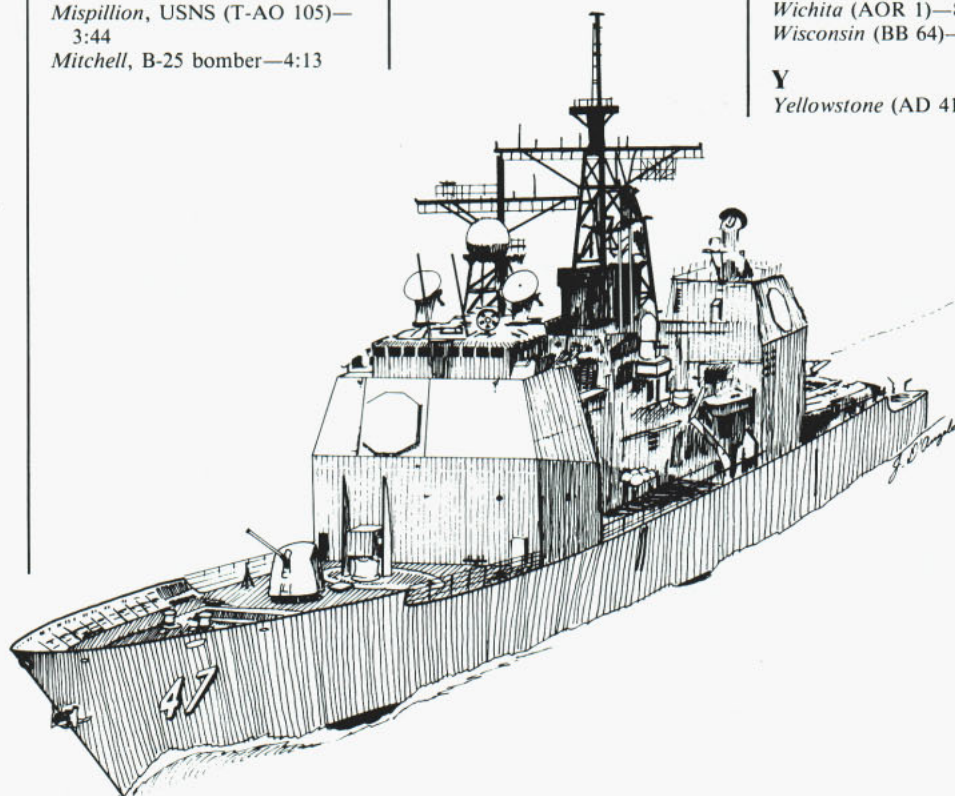
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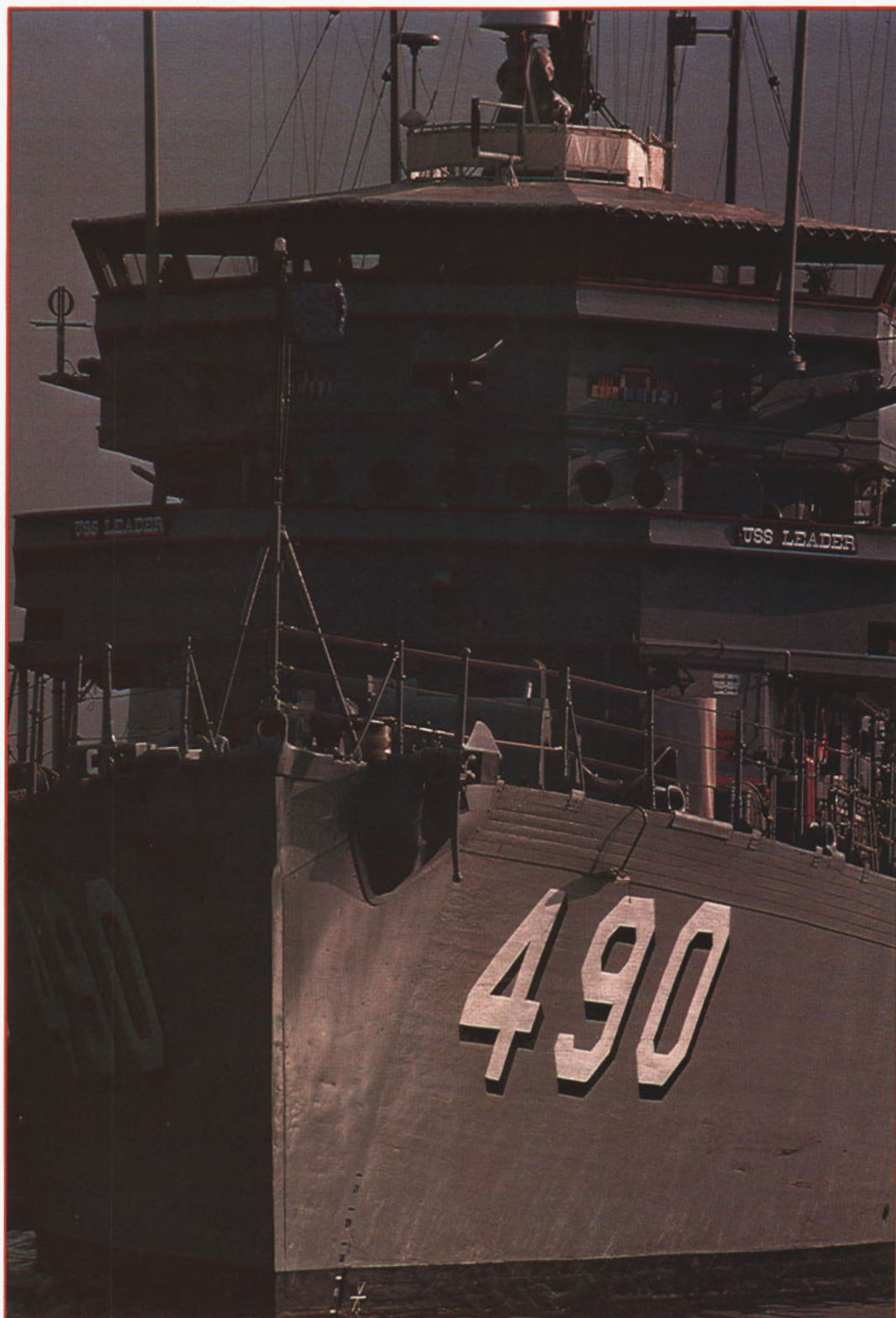
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